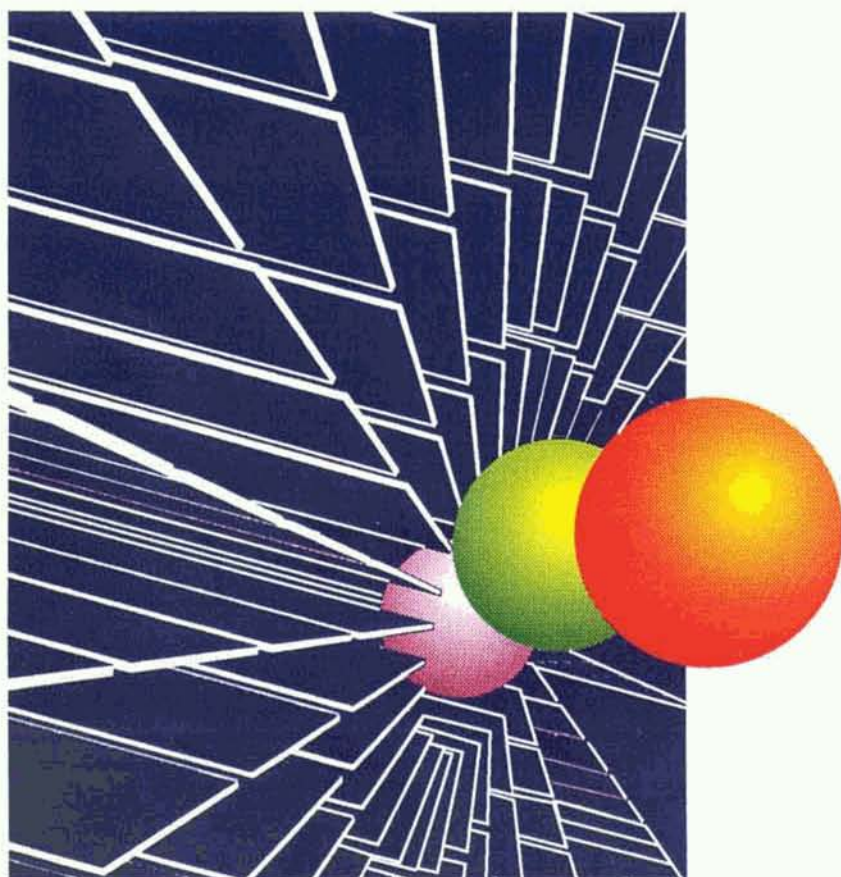


**Missouri Department
of Transportation
SHRP LTPP
Test Sections**



September, 1998

Compiled By

MISSOURI HIGHWAY AND TRANSPORTATION DEPARTMENT

DIVISION OF MATERIALS AND RESEARCH

RESEARCH SECTION

January, 1993

Revised to Include Additional Test Sections By

MISSOURI DEPARTMENT OF TRANSPORTATION

RESEARCH, DEVELOPMENT AND TECHNOLOGY DIVISION

September, 1998

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Revised September 1990

Revised January 1993

Revised September 1998

INTRODUCTION TO SHRP

The Strategic Highway Research Program is a highly focused, five year, \$150 million research program, funded under the Surface Transportation and Uniform Relocation Assistance Act of 1987. SHRP is supported through a mutual agreement among the Federal Highway Administration, the American Association of State Highway and Transportation Officials, and the National Research Council, and administered as an independent unit of the National Research Council. The program provided contracts for applied research providing timely solutions for specific operational problems facing highway officials and practitioners.

SHRP's program covers the following four technical areas: **ASPHALT (A); CONCRETE AND STRUCTURES (C); HIGHWAY OPERATIONS (H); LONG TERM PAVEMENT PERFORMANCE (P).**¹

June 30, 1992 was the end of SHRP's fifth full fiscal year of operation. Effective June 30, 1992, the Long Term Pavement Performance (LTPP) was transferred to the FHWA. SHRP's other three program areas will close on March 30, 1993, with program wide implementation transferring to AASHTO, TRB and FHWA on that date. Congress authorized FHWA to spend \$108 million over the next six years for continuation of LTPP and for SHRP implementation activities under the 1991 Intermodal Surface Transportation Efficiency Act.

This booklet outlines the 20 Missouri sites in the LTPP Study and 6 Missouri sites for Special Pavement Studies which are a part of the technical area.

¹ "Third Annual Work Program FY 1990", National Research Council, Strategic Highway Research Program, Washington, DC

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GLOSSARY

AADT	-	Annual Average Daily Traffic
AC	-	Asphaltic Concrete
CRCP	-	Continuous Reinforced Concrete Pavement
C.T.A.B.	-	Cement Treated Aggregate Base
GPS	-	General Pavement Study
JPCP	-	Jointed Plain Concrete Pavement
KESALS	-	One Thousand Eighteen-Kip Equivalent Single Axle Loads Per Year Per Lane
LTPP	-	Long Term Pavement Performance
O.G.B.B.	-	Open Graded Bituminous Base
PCC	-	Portland Cement Concrete
RPCCP	-	Reinforced Portland Cement Concrete Pavement
S.C.	-	Seal Coat
SHRP	-	Strategic Highway Research Program
SPS	-	Specific Pavement Study
S.S.B.	-	Sand Soil Base
S.S.C.T.B.	-	Sand Soil Cement Treated Base

INTRODUCTION TO LONG TERM PAVEMENT PERFORMANCE

Goal and Objectives

The objective for LTPP studies established by the "Strategic Highway Research Program" and adopted by the Advisory Committee for Pavement Performance as their goal was:

"To increase pavement life by investigation of various designs of pavement structures and rehabilitated pavement structures, using different materials and under different loads, environments, subgrade soil, and maintenance practices."

The specific objectives developed by the Advisory Committee are:

Evaluate existing design methods

Develop improved design methodologies and strategies for the rehabilitation of existing pavements

Develop improved design equations for new and reconstructed pavements

Determine the effects of (1) loading, (2), environment, (3) material properties and variability, (4) construction quality, and (5) maintenance levels on pavement distress and performance.

Determine the effects of specific design features on pavement performance.

Establish a national long-term pavement data base to support SHRP objectives and future needs

It is expected that accomplishment of these objectives will resolve most of the difficulties currently experienced in implementing successful pavement management systems.

All states were asked to "be involved" in the Long Term Pavement Performance Studies. Missouri is interested in "General Pavement Studies (GPS)", i.e., in service pavements, and "Specific Pavement Studies (SPS)".

General pavement studies (GPS) include nine separate experiments which are:

1. Asphaltic concrete on granular base
2. Asphalt concrete on bound bases, asphalt treated, cement treated, and soil cement treated.
3. Jointed Plain Concrete Pavement - JPCP

4. Jointed Reinforced Concrete Pavement - JRCF
5. Continuously Reinforced Concrete Pavement - CRCP
- 6A. Existing asphalt concrete overlay of asphalt concrete pavement
- 6B. Planned asphalt concrete overlay of asphalt concrete pavement
- 7A. Existing asphalt concrete overlay of portland cement concrete pavement
- 7B. Planned asphalt concrete overlay of portland cement concrete pavement
8. Project deleted (Bonded PCC Overlay of PCC Pavement)
9. Unbonded portland cement concrete overlay of portland cement concrete pavement

Missouri submitted 69 candidate projects based on type of soil (coarse or fine subgrade), type of design or rehabilitation, traffic, (ADT 2500 or greater), length (minimum of 1500 feet with no steep grades or curves, no culverts or drains), design thickness, no added lanes, and original date of construction (1965 or later for rigid pavement and 1970 for flexible pavements or rehabilitated pavements). In addition, the projects were selected geographically and included projects in 44 counties. It was anticipated that when selected, Missouri would have from 5 to 15 projects.

Specific Pavement Studies will be pavements to be built or rehabs with a study for various items such as effects of preventive maintenance, load equivalence factors, effects of subsurface drainage, environmental distress and hot or cold recycling.

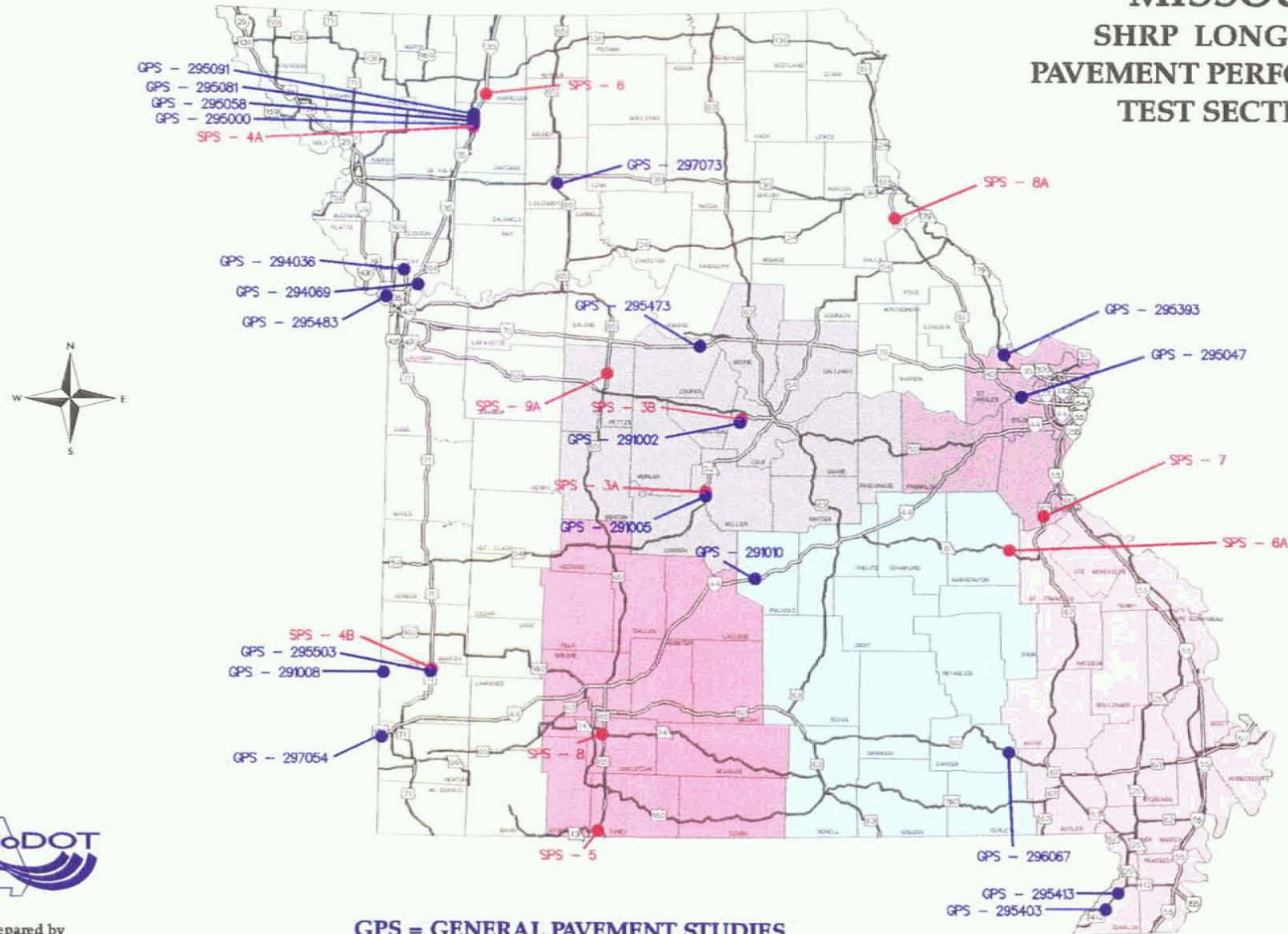
The nine (9) Specific Pavement Studies (SPS) are as follows:

1. Flexible Pavement Structural Parameters
2. Rigid Pavement Structural Parameters
3. Flexible Pavement Preventive Maintenance Treatments
4. Rigid Pavement Preventive Maintenance Treatments
5. Rehabilitation of Asphaltic Concrete Pavements
6. Rehabilitation of Jointed Portland Cement Concrete Pavements

7. Bonded Portland Cement Concrete Overlay of Portland Cement Concrete Pavements
8. Environmental Effects on Flexible and Rigid Pavements
9. Field Verification of Asphalt Research

The following is an overview of the 20 projects located in the state that were selected by SHRP for General Pavement Studies. Also included are the Specific Pavement Studies that the department has elected to participate in to date.

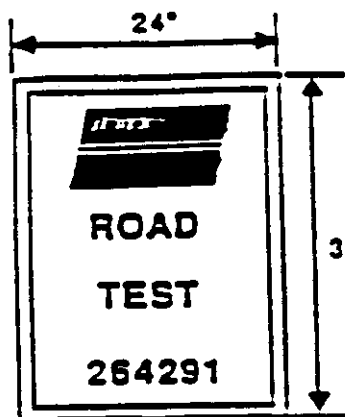
MISSOURI SHRP LONG TERM PAVEMENT PERFORMANCE TEST SECTIONS



GPS = GENERAL PAVEMENT STUDIES
SPS = SPECIFIC PAVEMENT STUDIES



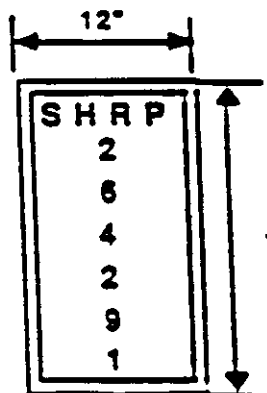
Prepared by
General Services
Graphics Section
Job Number
GS97106
December 31, 1997



Notes:

- Blue Background
- White letters
- White Border, 1" wide
1/2" offset from edge
- Letters and numbers
4" high
- SHRP logo 6" by 9"

Sign A Detail

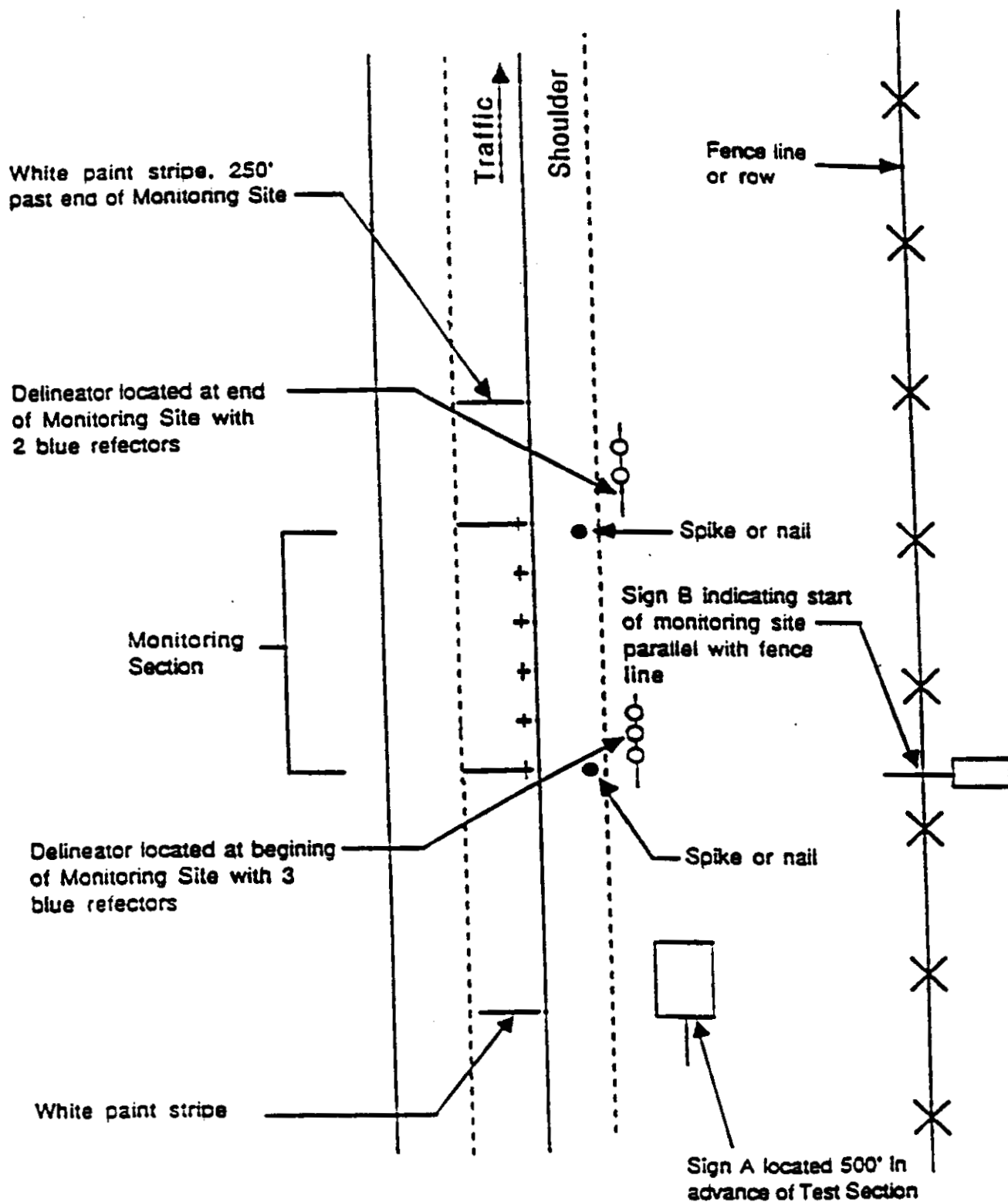


Notes:

- Blue Background
- White Letters
- White Border 1/2" wide
1/2" offset from edge
- Letters and numbers
1 1/2" high

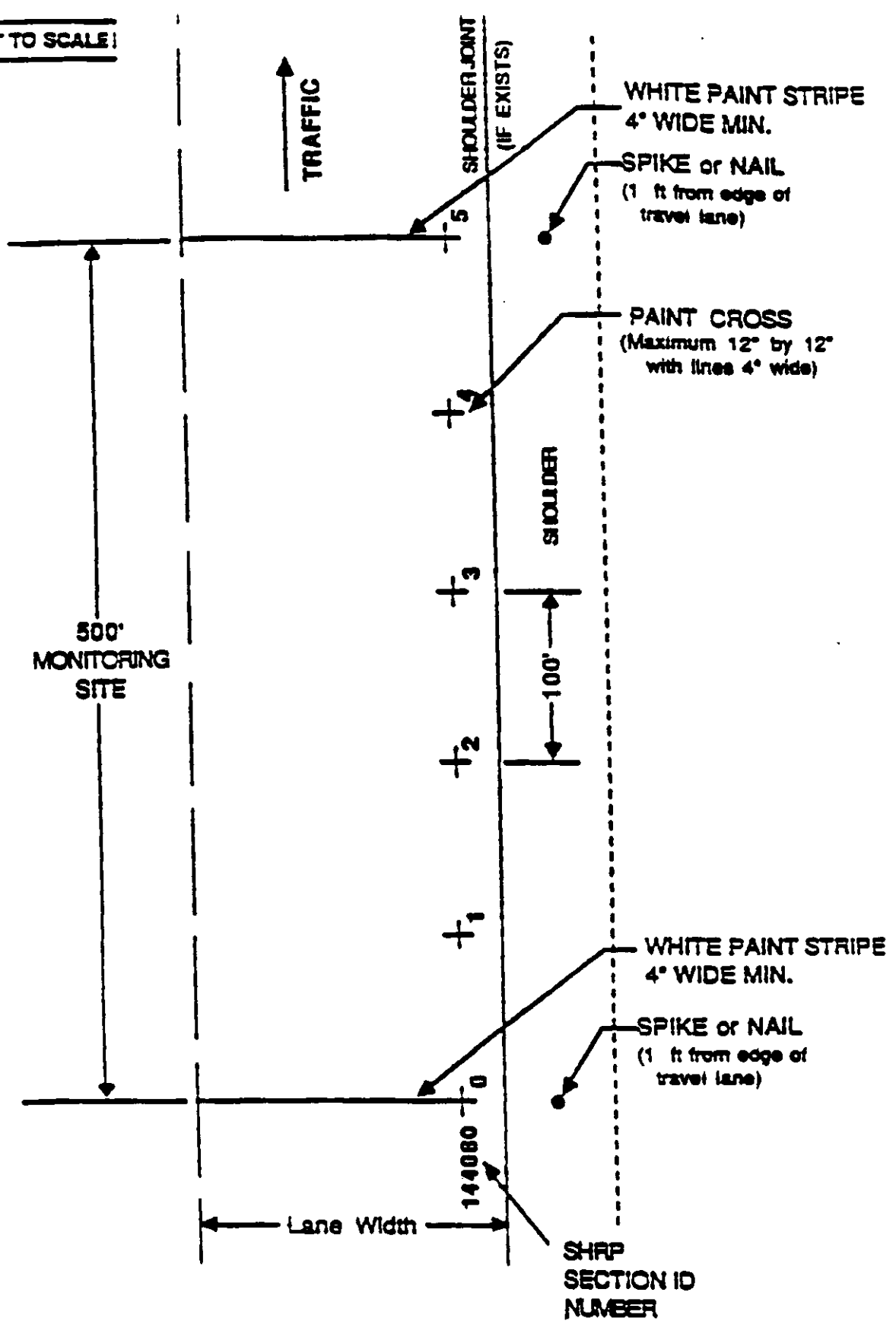
Sign B Detail

Sign details



General Layout of test section showing sign locations

NOT TO SCALE

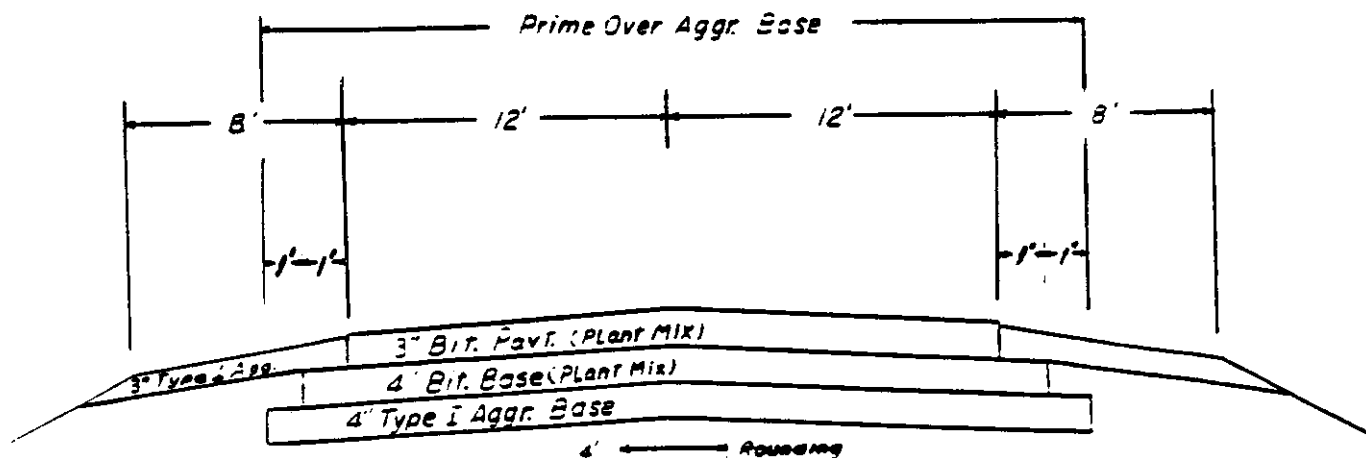
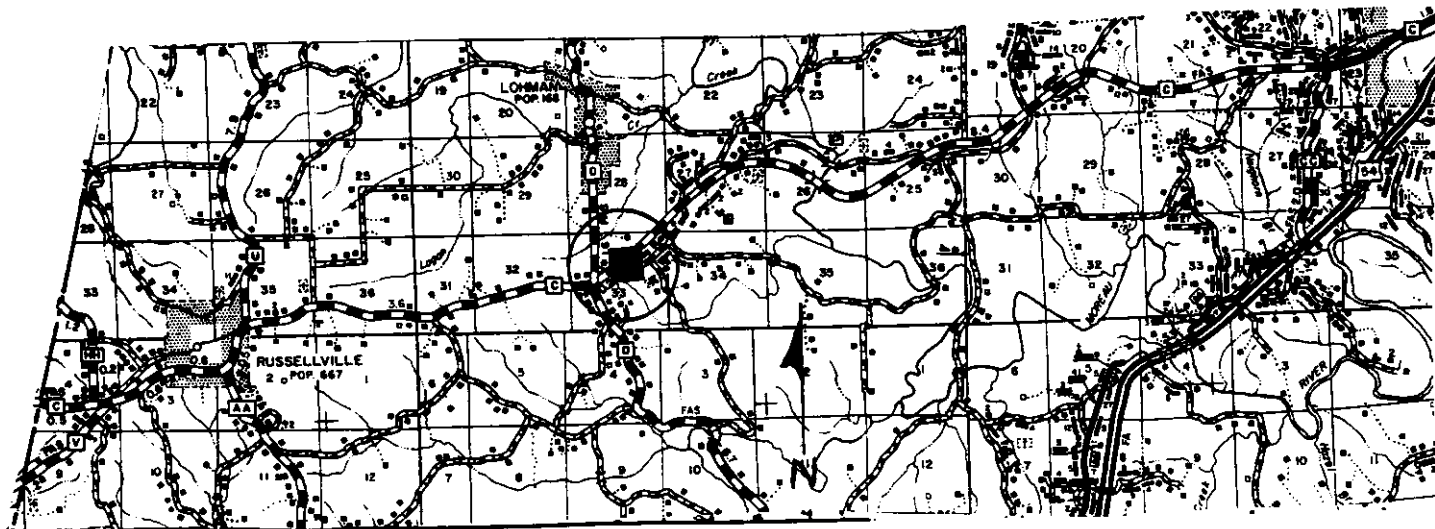


Details of monitoring site paint configuration

STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 291002
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-1
 Route C, Cole County

This site is located 0.3 mile east of Route D in the westbound lane, log mile 6.52. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in April 1986 under Project No. RS-RSEGC-169(2). AADT (1985) = 1960. KESALS (1985) = 19.

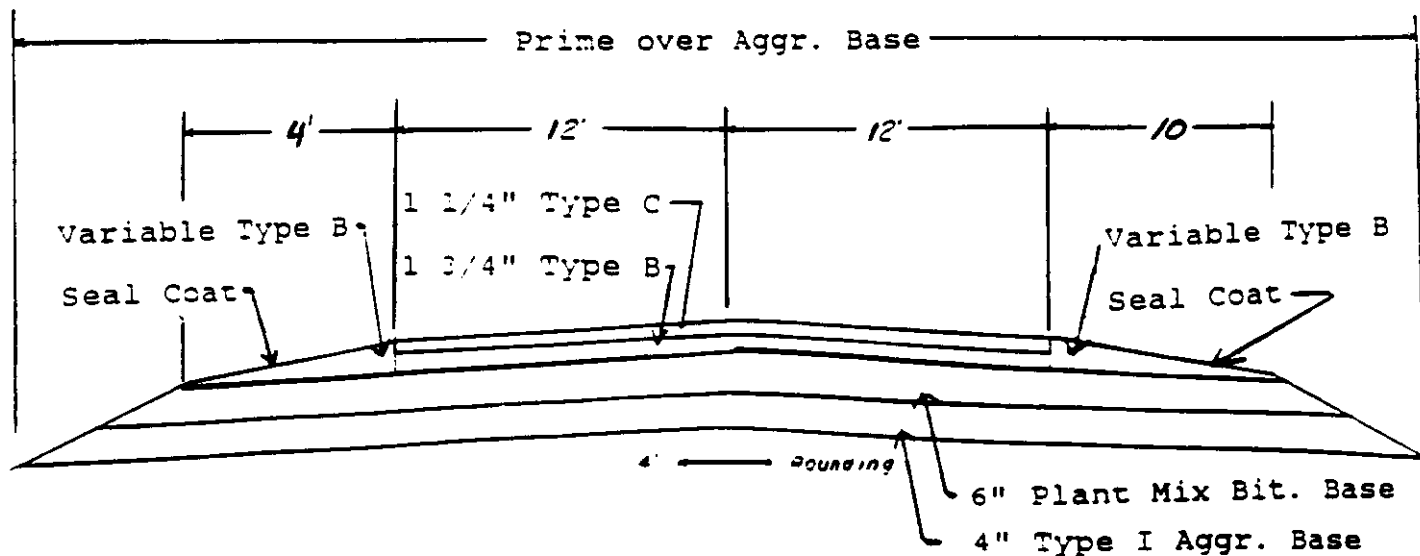
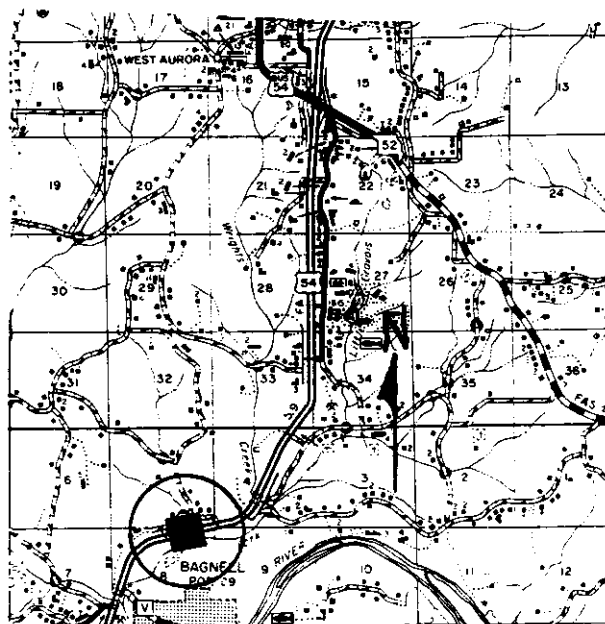
A Specific Pavement Study No. 3 (SPS-3) which is entitled "Flexible Pavement Preventive Maintenance Treatments" is located near this site. Details are on page 33.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 291005
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-1
Route 54, Miller County

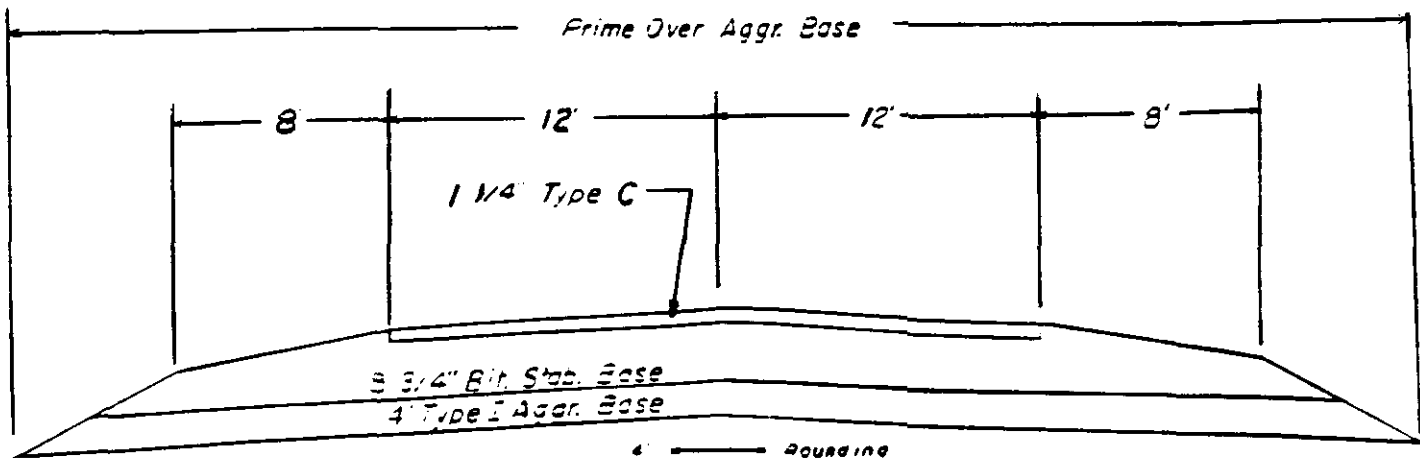
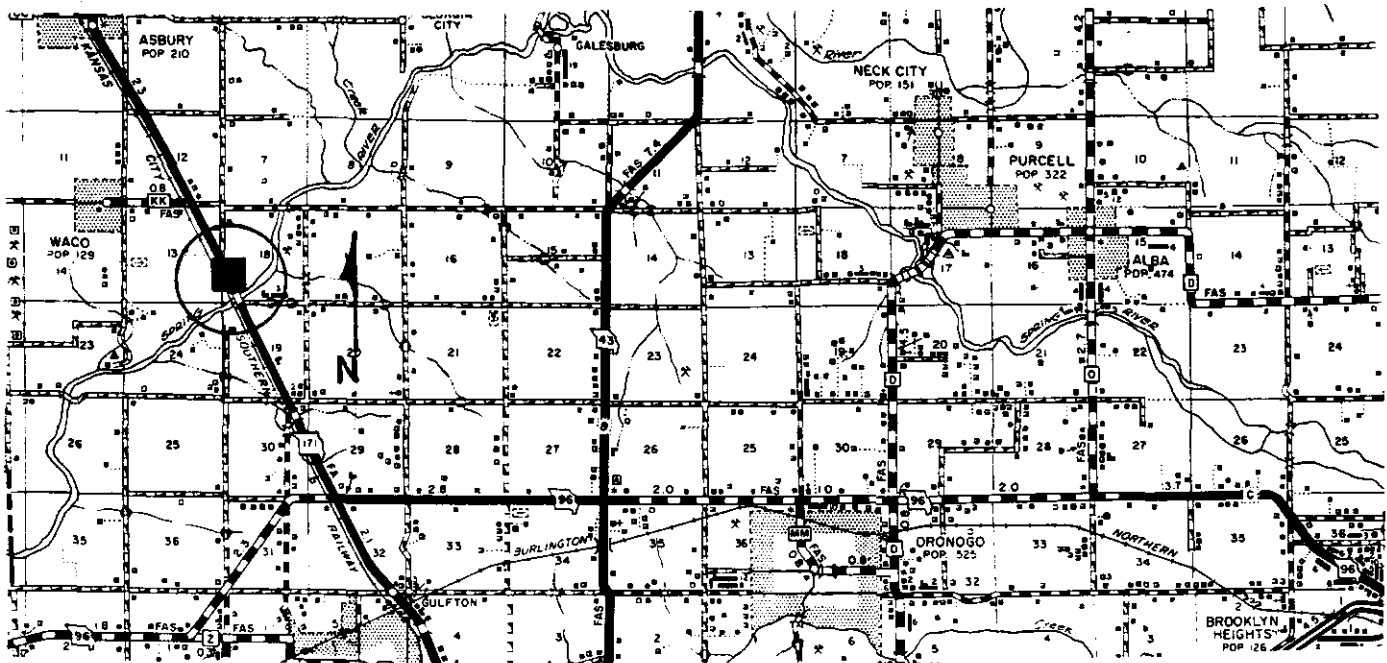
This site is located 4.8 miles west of Route 52 west in the westbound lane, log mile 6.44. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the sites. A solid white line traverses the pavement with the SHRP ID NO. on the edge of pavement at the beginning of the 500' control section. The pavement was constructed in 1974 under Project No. F-54-3(26). AADT (1985) = 7170. KESALS (1988) = 80.

A Specific Pavement Study No. 3 (SPS-3) which is entitled "Flexible Pavement Preventive Maintenance Treatments" is located near this site. Details are on page 30.



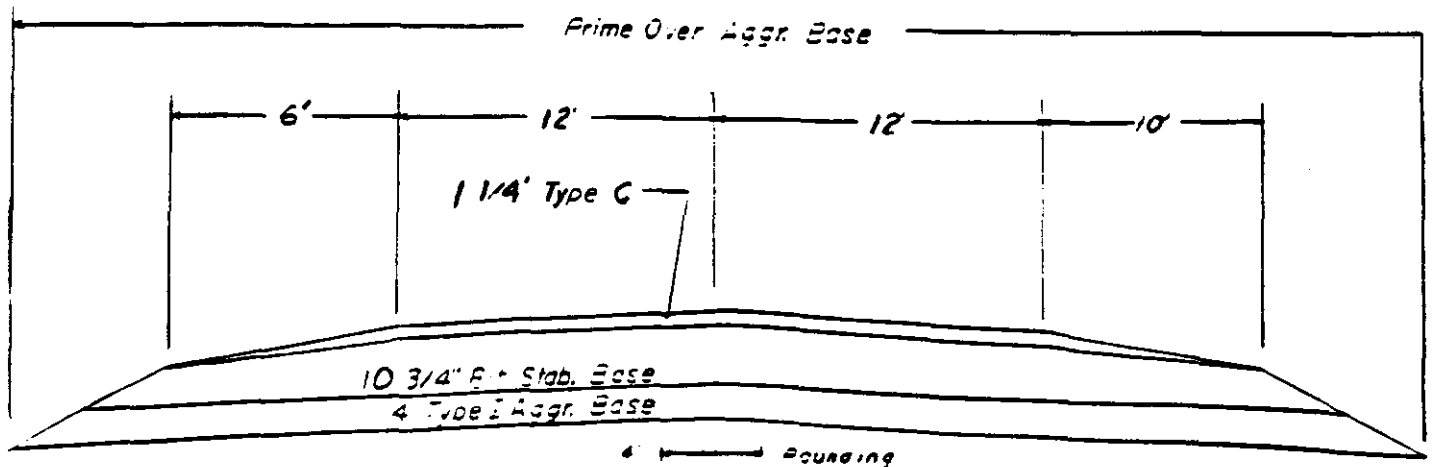
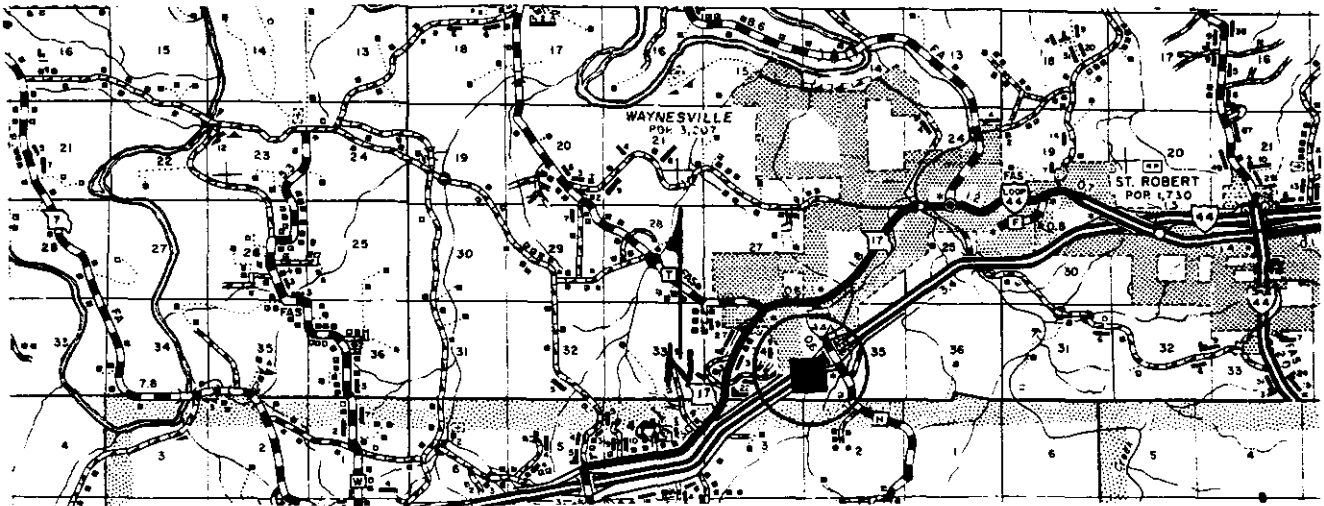
STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 291008
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-1
 Route 171, Jasper County

This site is located 0.8 mile south of Route KK in the southbound lane, log mile 7.36. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1986 under Project No. BRF-171-1(4). AADT (1985) = 3770. KESALS (1985) = 52.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 291010
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-1
 Route I-44, Pulaski County

This site is location 0.3 mile west of Route H and 2.65 miles east of Route 17 in the eastbound lane, log mile 14.10. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1980 under Project No. I-44-2(84). AADT (1985) = 15432. KESALS (1985) = 319.

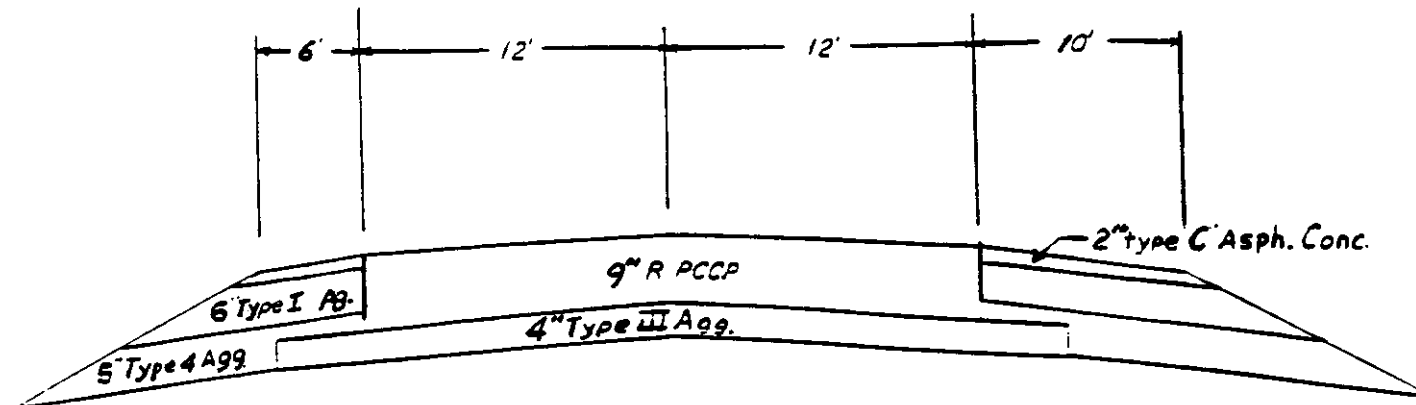
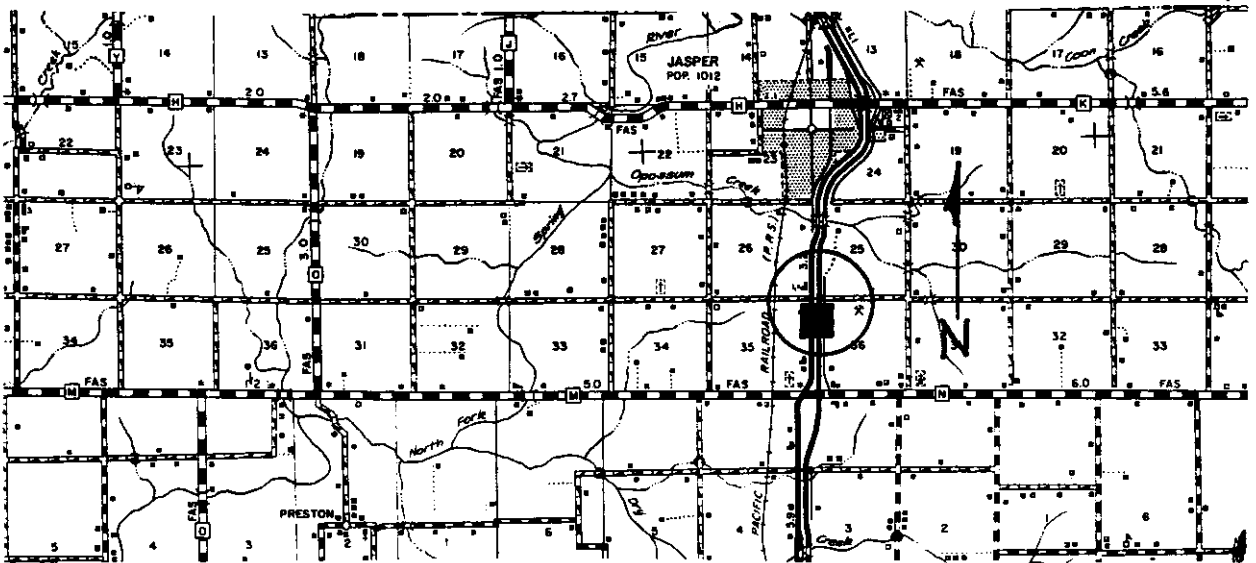


STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 294031
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-4
 Route 71, Jasper County

This site is located 1.0 miles south of the Opossum Creek Bridge in the southbound lane, log mile 3.5. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1983 under Project No. F-71-2(35). AADT (1985) = 8023. KESALS (1985) = 327.

This site was in the northbound lane. In August 1990, this section of the roadway became the southbound lane as a new northbound lane was completed.

SITE ABANDONED 8/90.

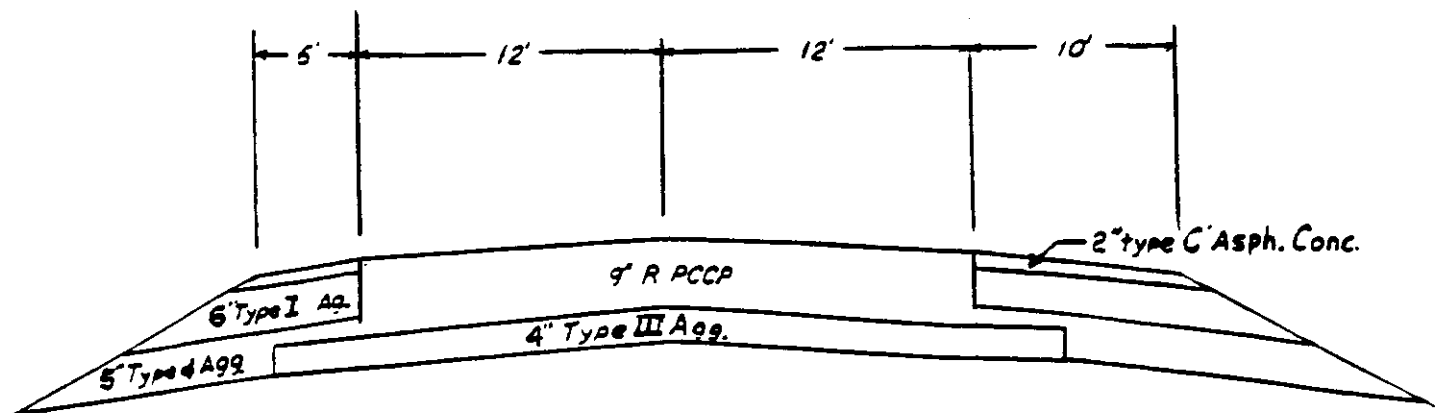
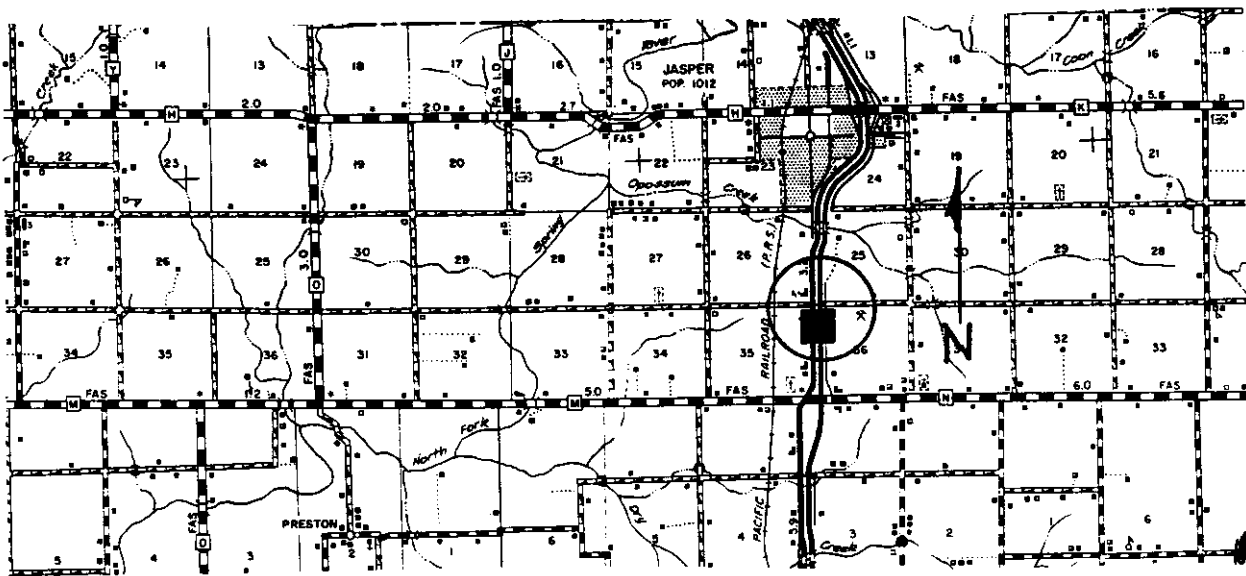


STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295503
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-4
 Route 71, Jasper County

This site is located 1.0 miles south of the Opossum Creek Bridge in the southbound lane, log mile 3.5. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1983 under Project No. F-71-2(35). AADT (1985) = 8023. KESALS (1985) = 327.

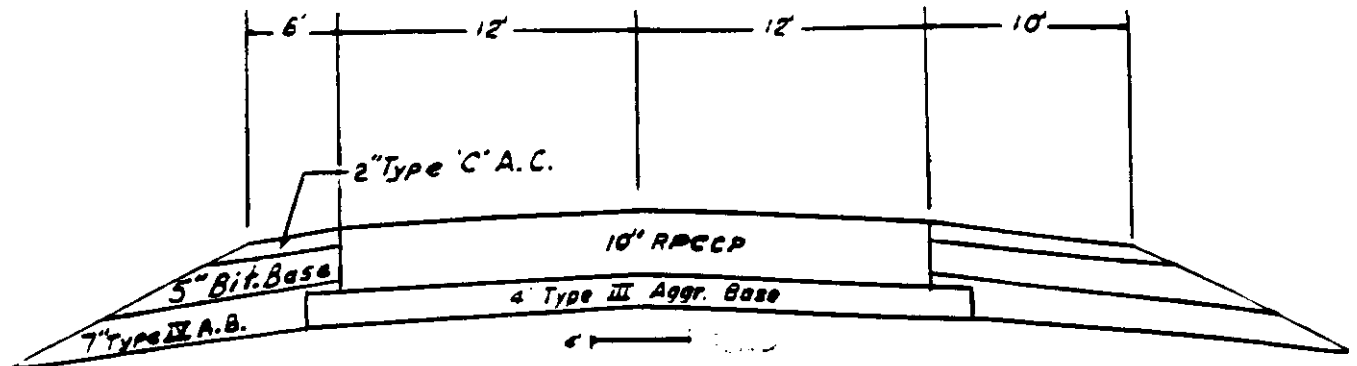
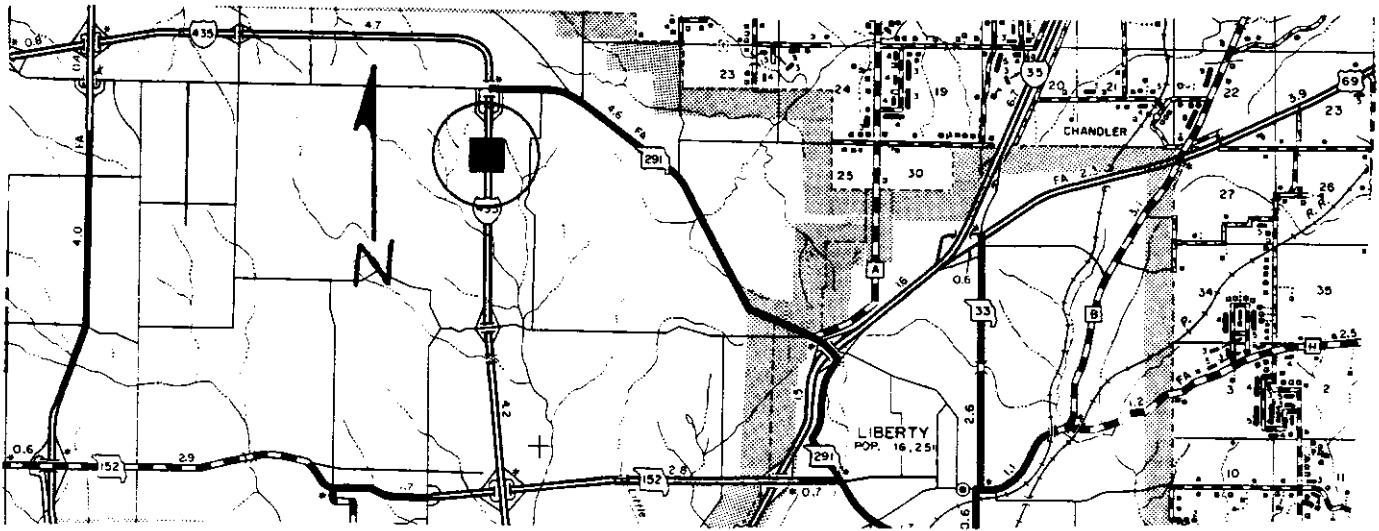
This pavement was initially utilized as the northbound lane. In August 1990, this section of the roadway became the southbound lane as a new northbound lane was completed. This section was established adjacent to the deleted Section No. 294031, shown on page 12.

A Specific Study No. 4 (SPS-4) which is entitled "Rigid Pavement Preventative Maintenance Treatments" is located near this site. Details are on page 38.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 294036
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-4
Route I-435, Clay County

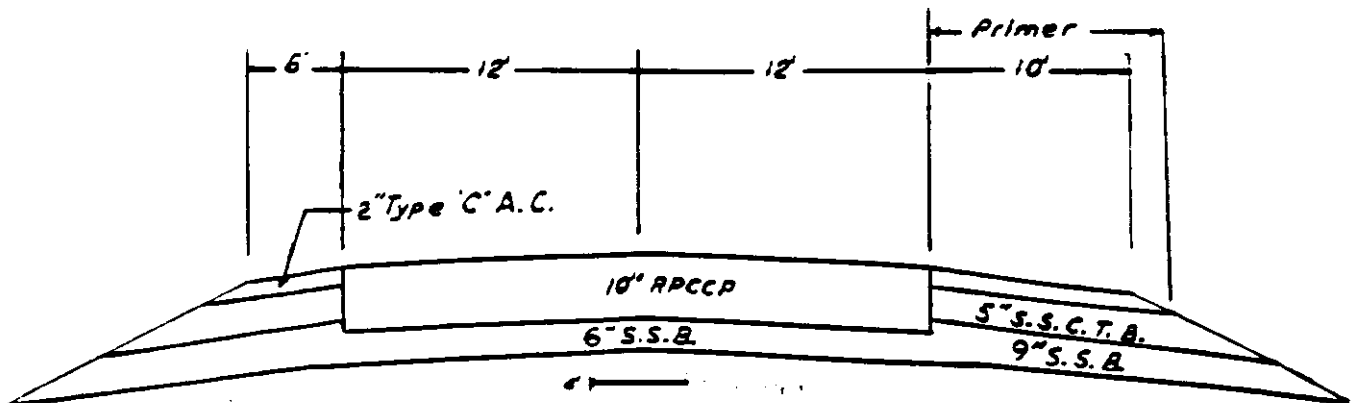
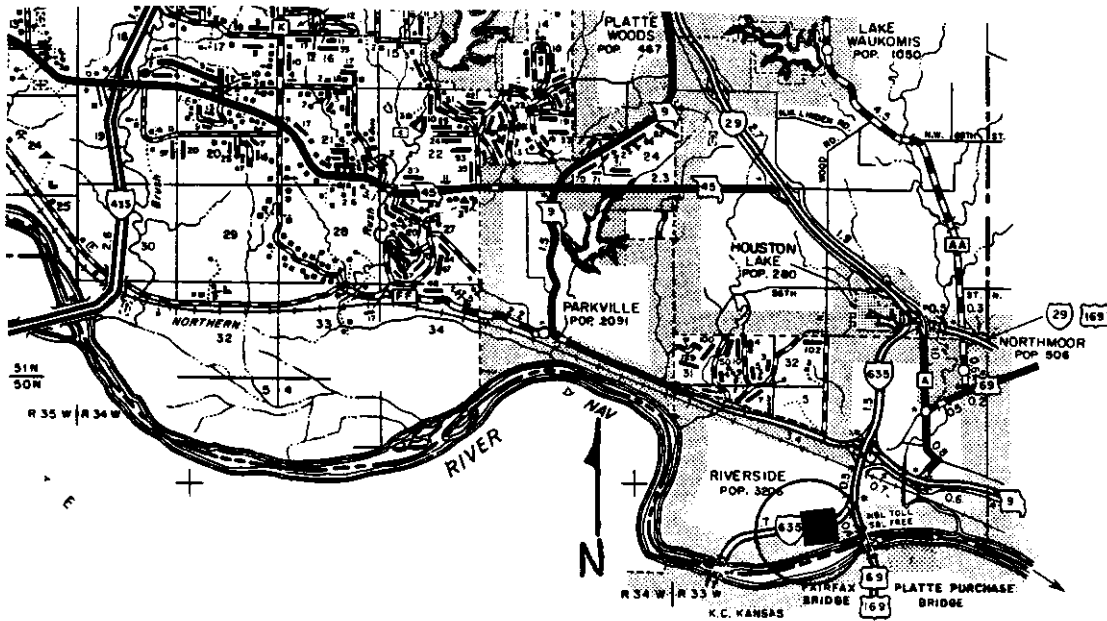
This site is located 0.15 north of 108th Street Bridge and 0.85 mile south of Route 291 in the northbound lane, log mile 6.38. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 294069
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-7B
 Route I-635, Platte County

This site is located 0.5 mile south of Route 169 South Junction and 0.4 mile north of Missouri River Bridge in the southbound lane, log mile 2.55. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1974 under Project No. I-635-1(98)5. AADT (1985) = 35100. KESALS (1985) = 447.

This site was rehabilitated in 1991 by Project F.A.-635-1(247) which shifted this site from the GPS-4 cell to the GPS-7B cell.

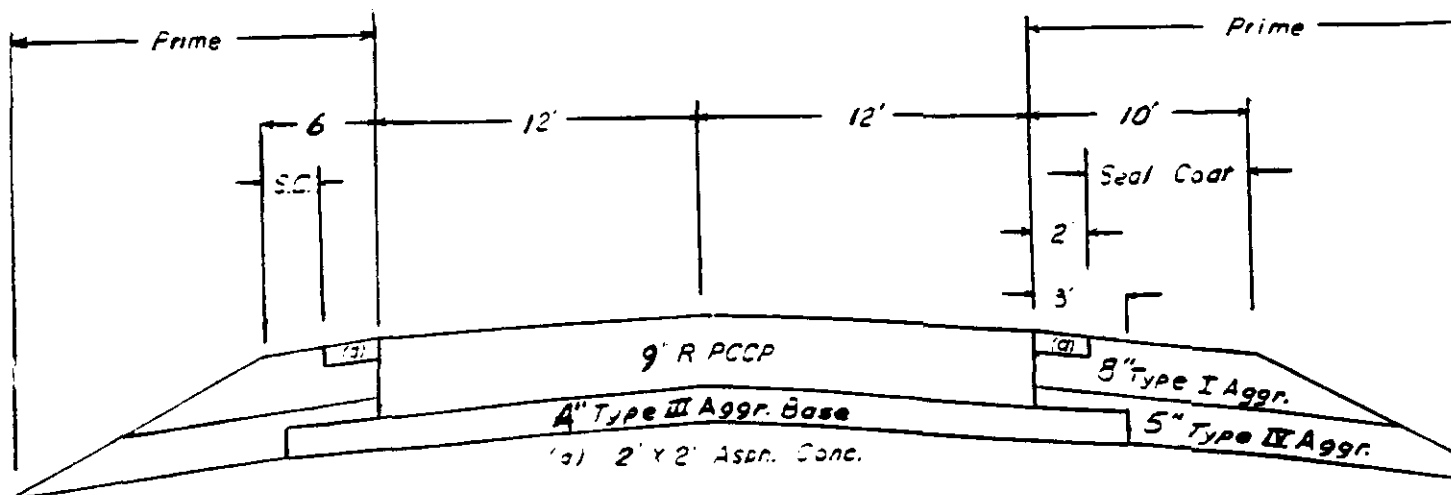
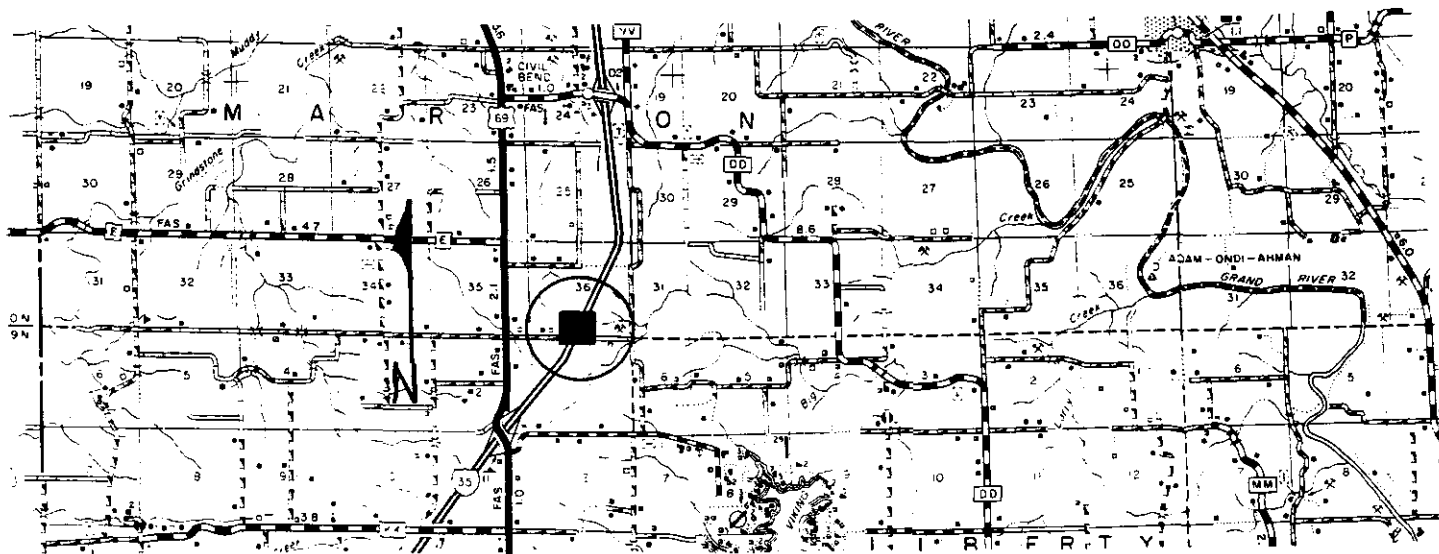


STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295000
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-4
 Route I-35, Daviess County

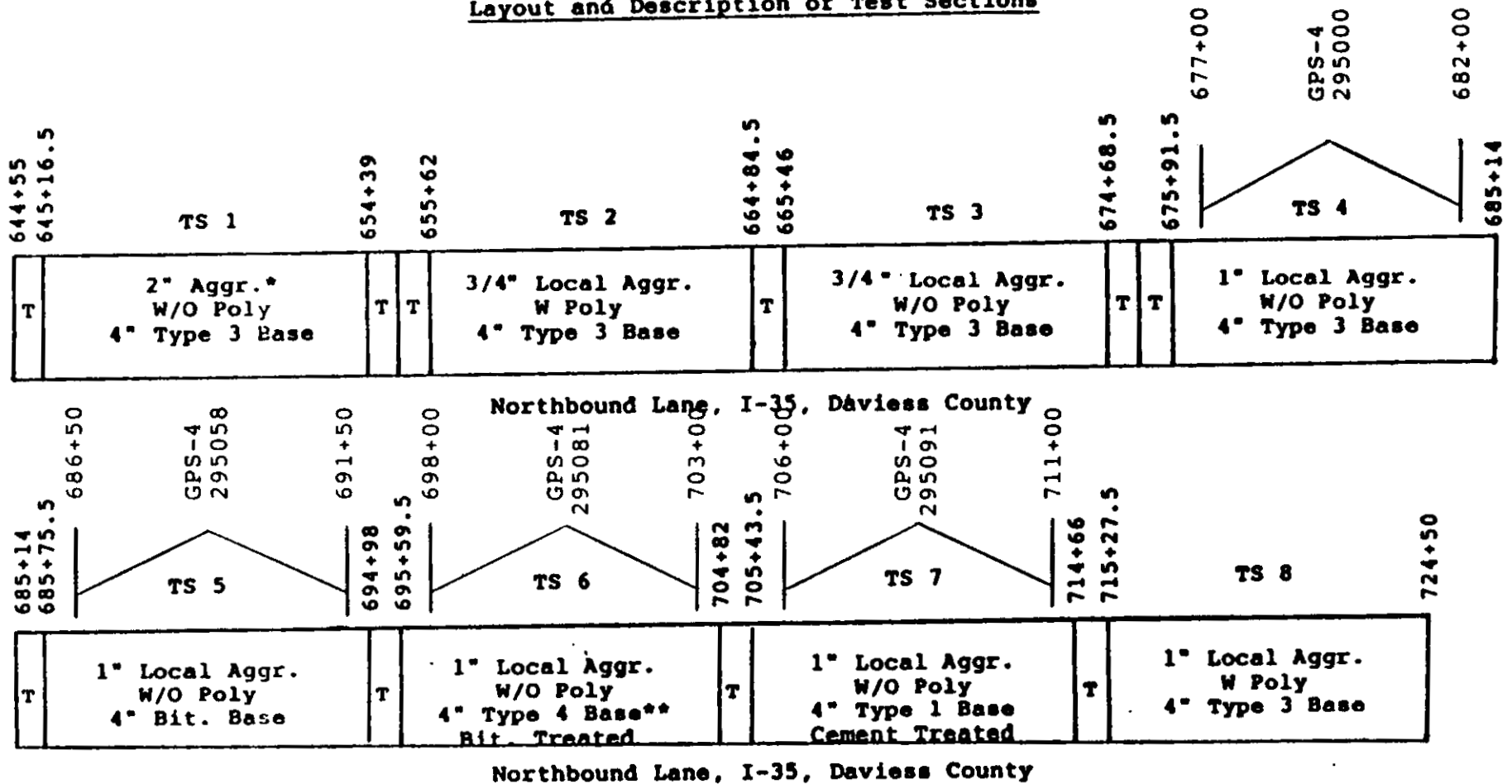
This site is located 0.9 mile north of Route 69 in the northbound lane, log mile 13.22. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1977 under Project No. I-35-2(35)68. AADT (1985) = 8380. KESALS (1985) = 355.

A Specific Study No. 4 (SPS-4) which is entitled "Rigid Pavement Preventive Maintenance Treatments" is located near this site. Details are on page 36.

This site is located within a test section created as part of a study numbered MCHRP 78-1, Research Investigation No. 77-2. Layout details of this study are shown on page 17.



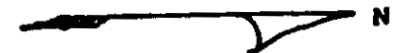
Layout and Description of Test Sections



SPS-4 Site
Starts 736+40

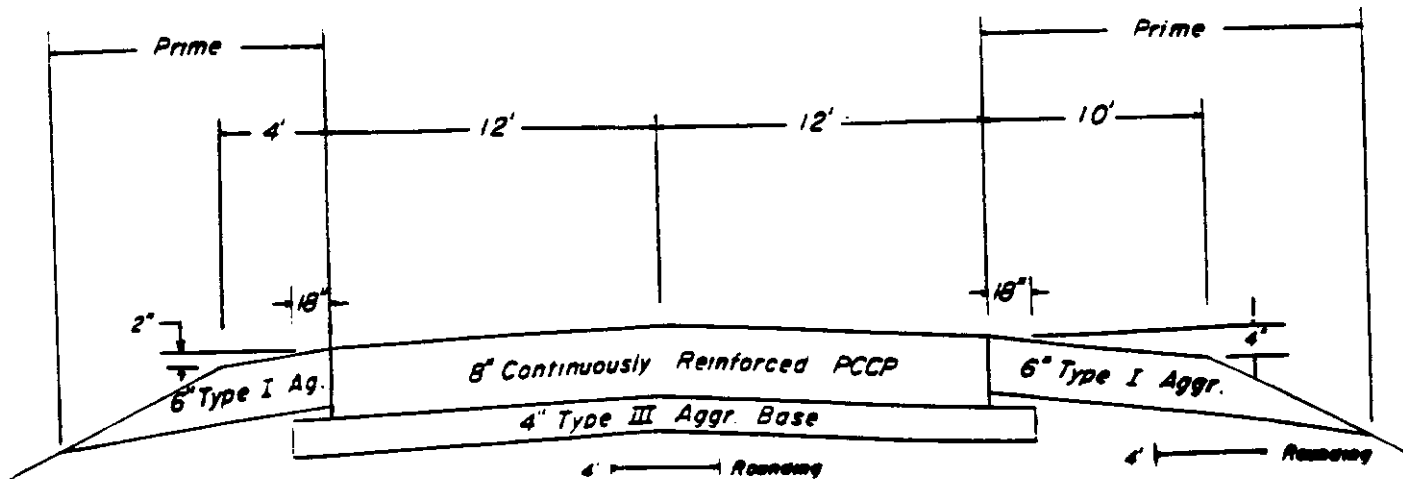
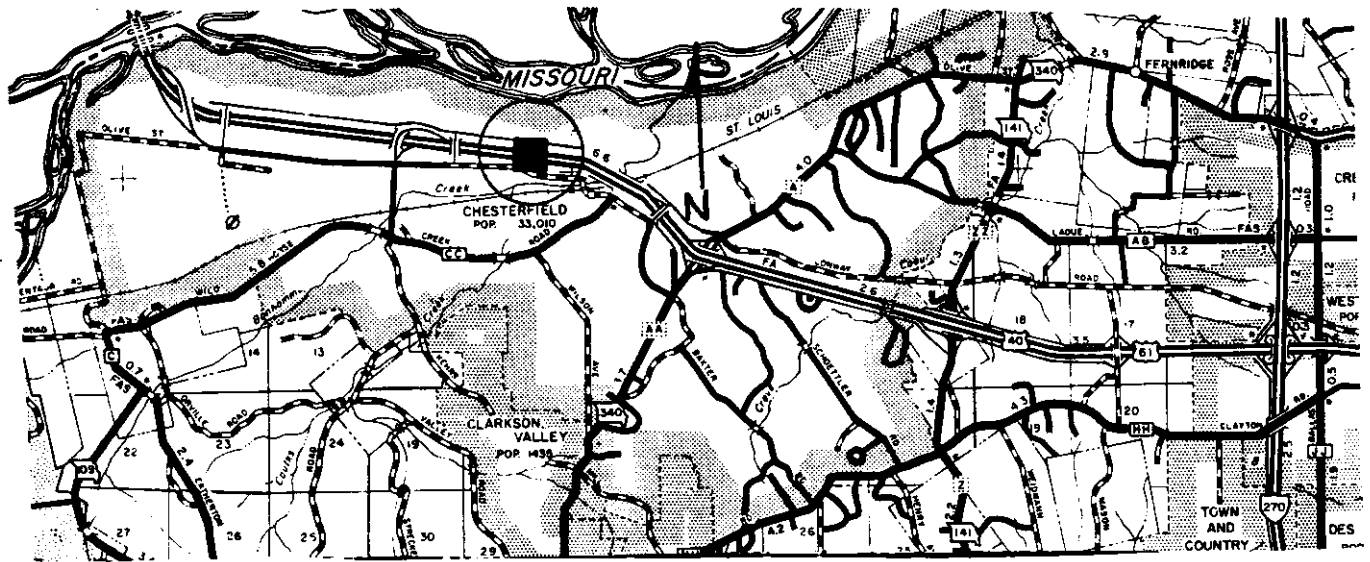
- * Aggregate with no known history of "D" Cracking (Burlington Limestone)
 ** Open graded aggregate base.
 T = Transition Slab

NOTE: Stationing shown is for centerline of northbound lane.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295047
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-5
Route 40, St. Louis County

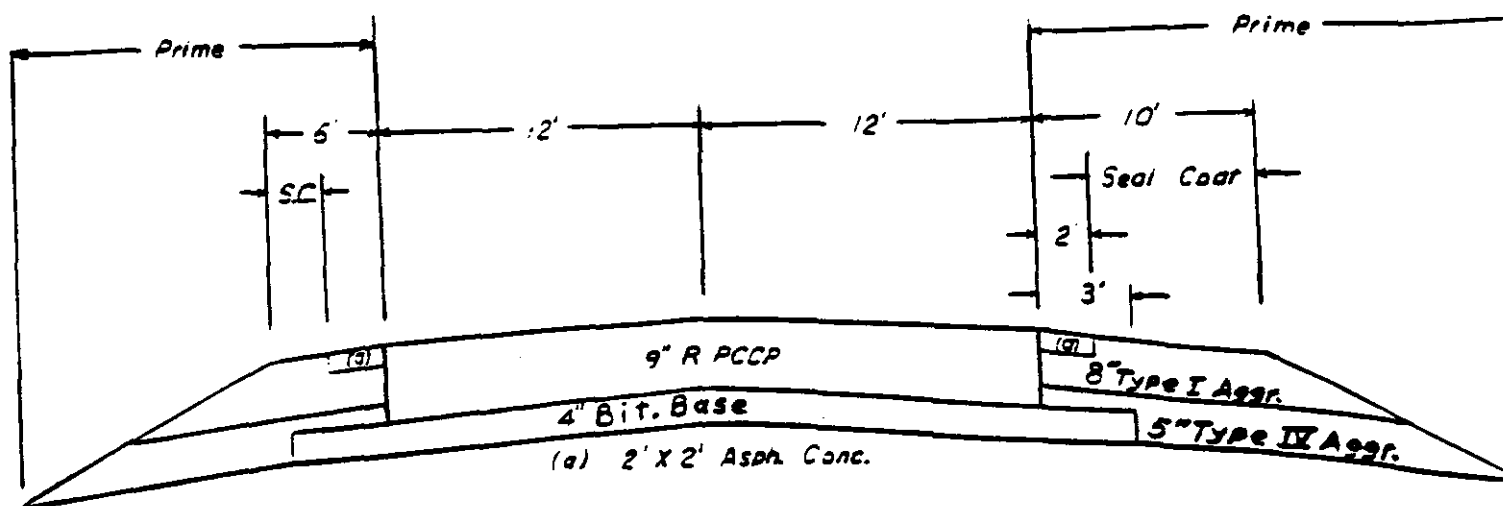
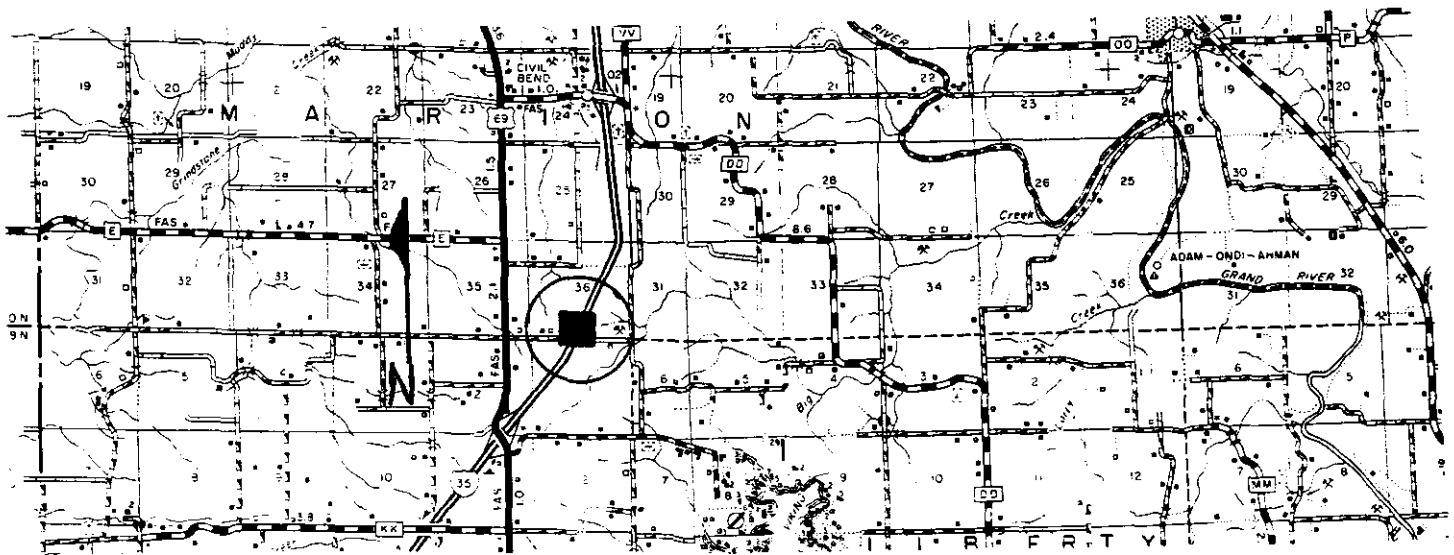
This site is located 0.8 mile west of R.R. Bridge in the eastbound lane, log mile 4.69. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295058
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-4
 Route I-35, Daviess County

This site is located 1.1 miles north of Route 69 in the northbound lane, log mile 13.02. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1977 under Project No. I-35-2(35)68. AADT (1985) = 8380. KESALS (1985) = 355.

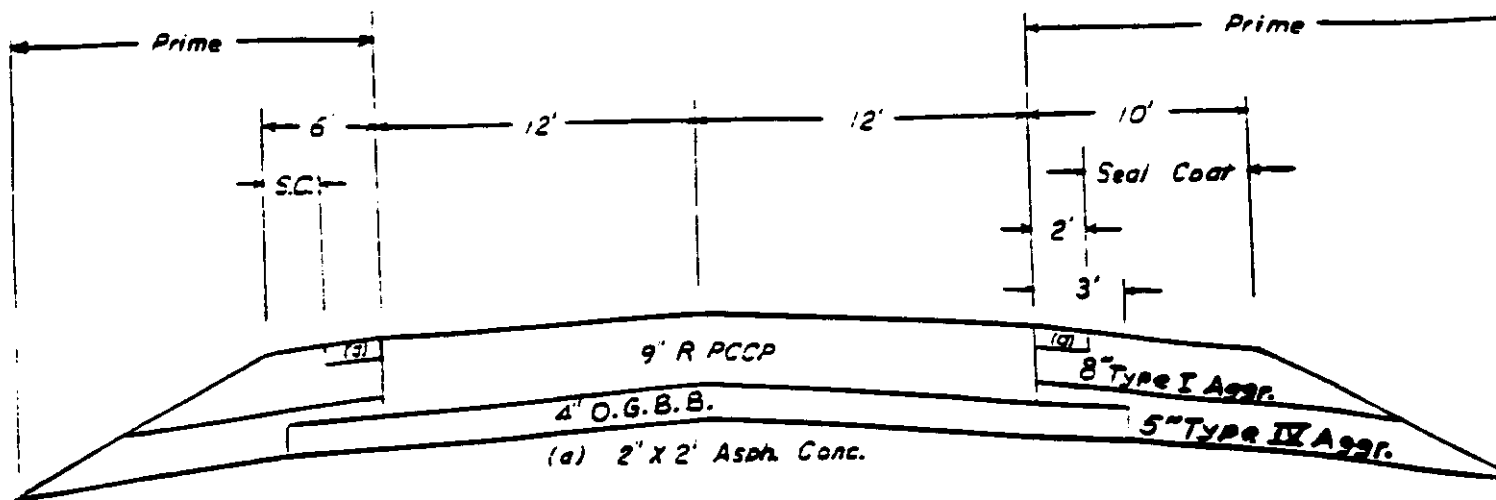
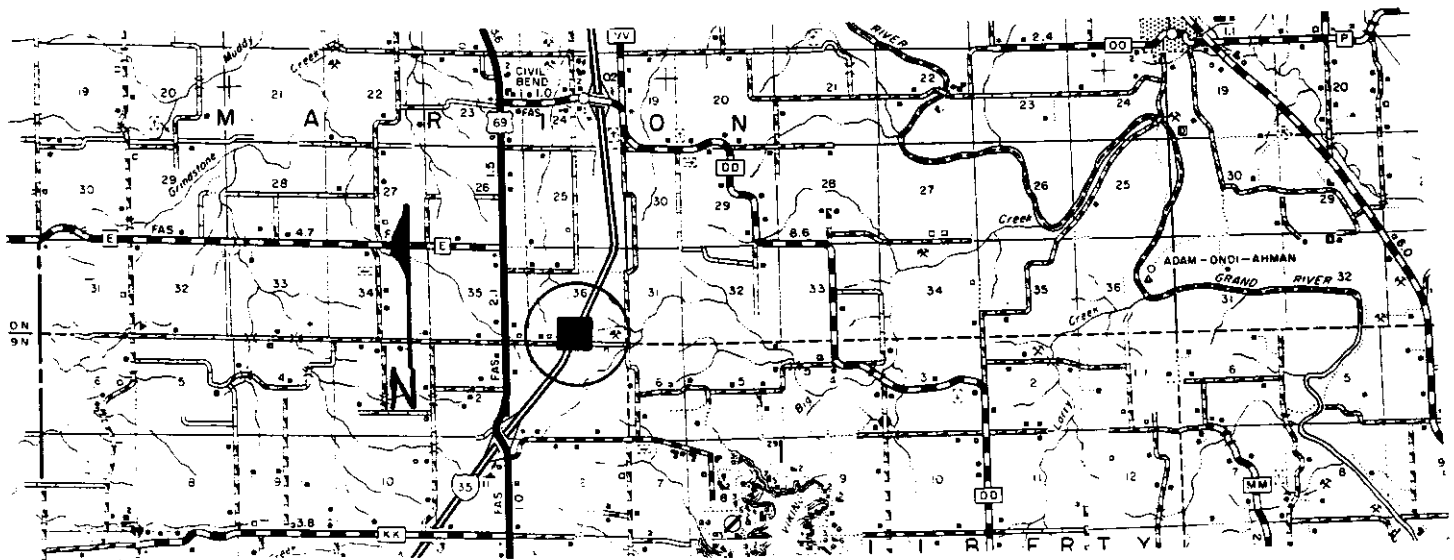
This site is located within a test section created as part of a study numbered MCHRP 78-1, Research Investigation No. 77-2. Layout details of this study are shown on page 17.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295081
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-4
Route I-35, Daviess County

This site is located 1.3 miles north of Route 69 in the northbound lane, log mile 12.82. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1977 under Project No. I-35-2(35)68. AADT (1985) = 8380. KESALS (1985) = 355.

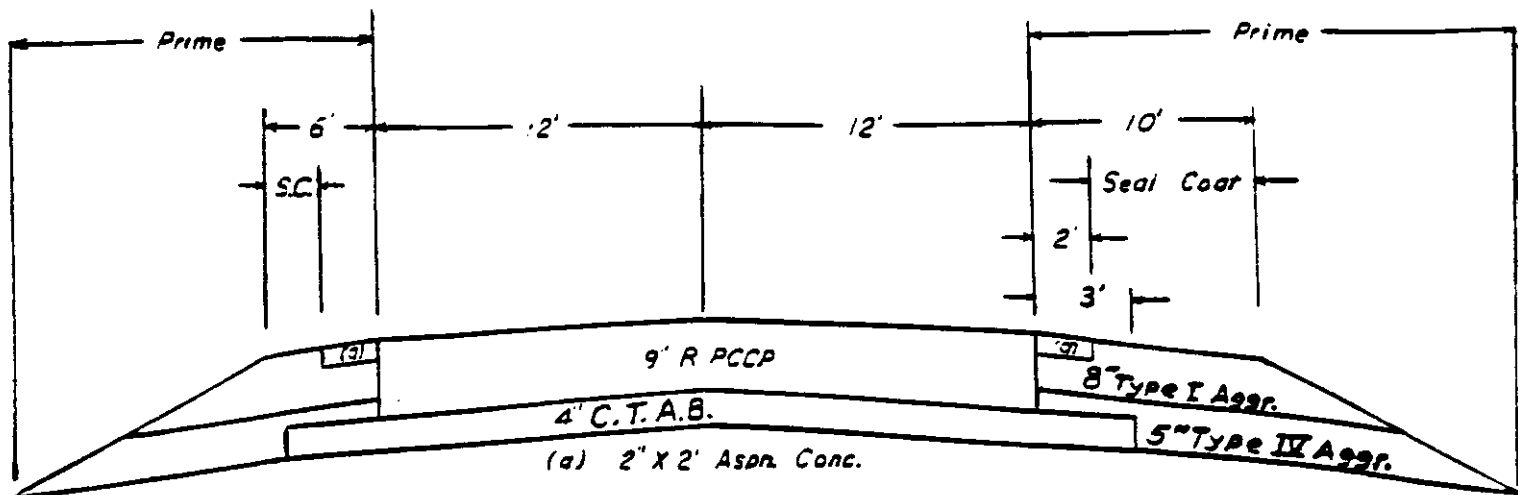
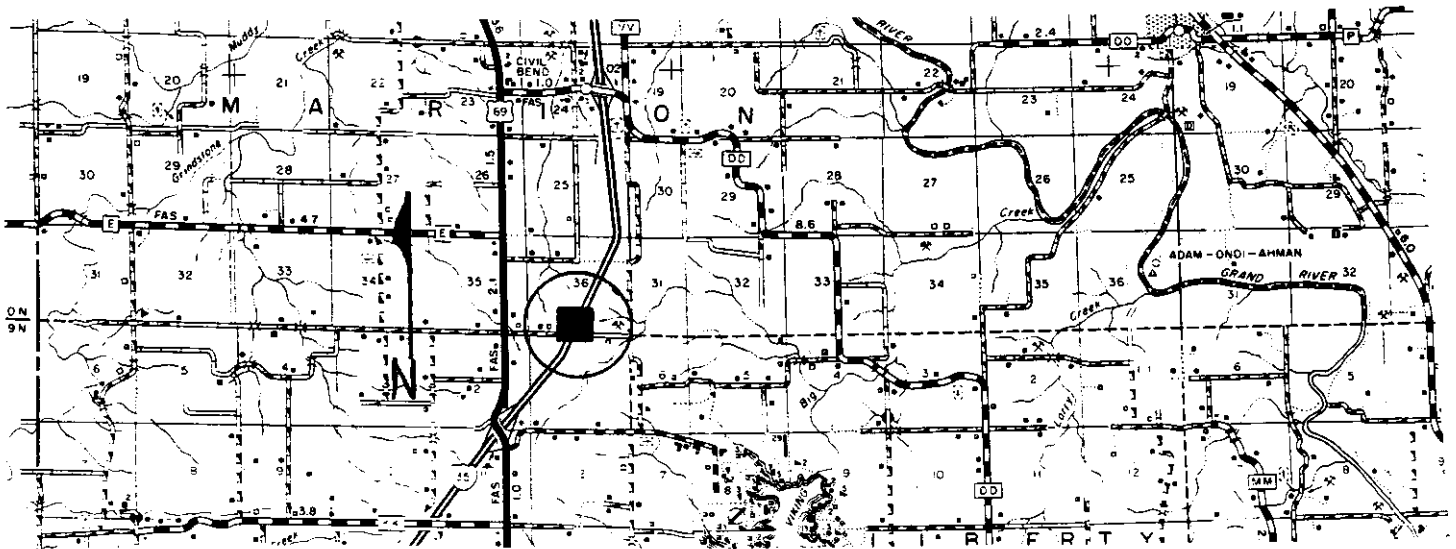
This site is located within a test section created as part of a study numbered MCHRP 78-1, Research Investigation No. 77-2. Layout details of this study are shown on page 17.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295091
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-4
 Route I-35, Daviess County

This site is located 1.5 miles north of Route 69 in the northbound lane, log mile 12.62. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1977 under Project No. I-35-2(35)68. AADT (1985) = 8380. KESALS (1985) = 355.

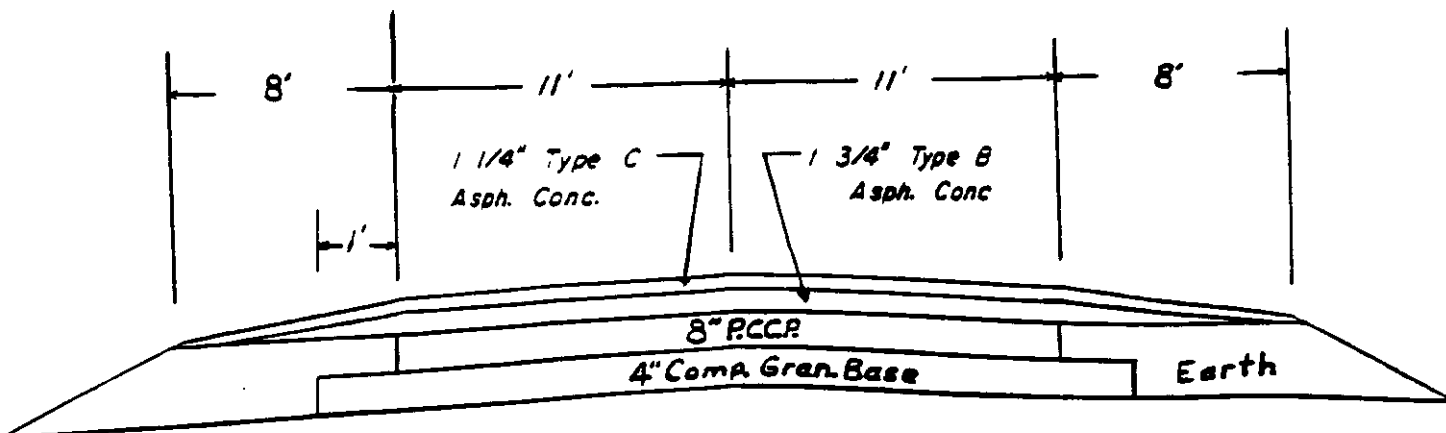
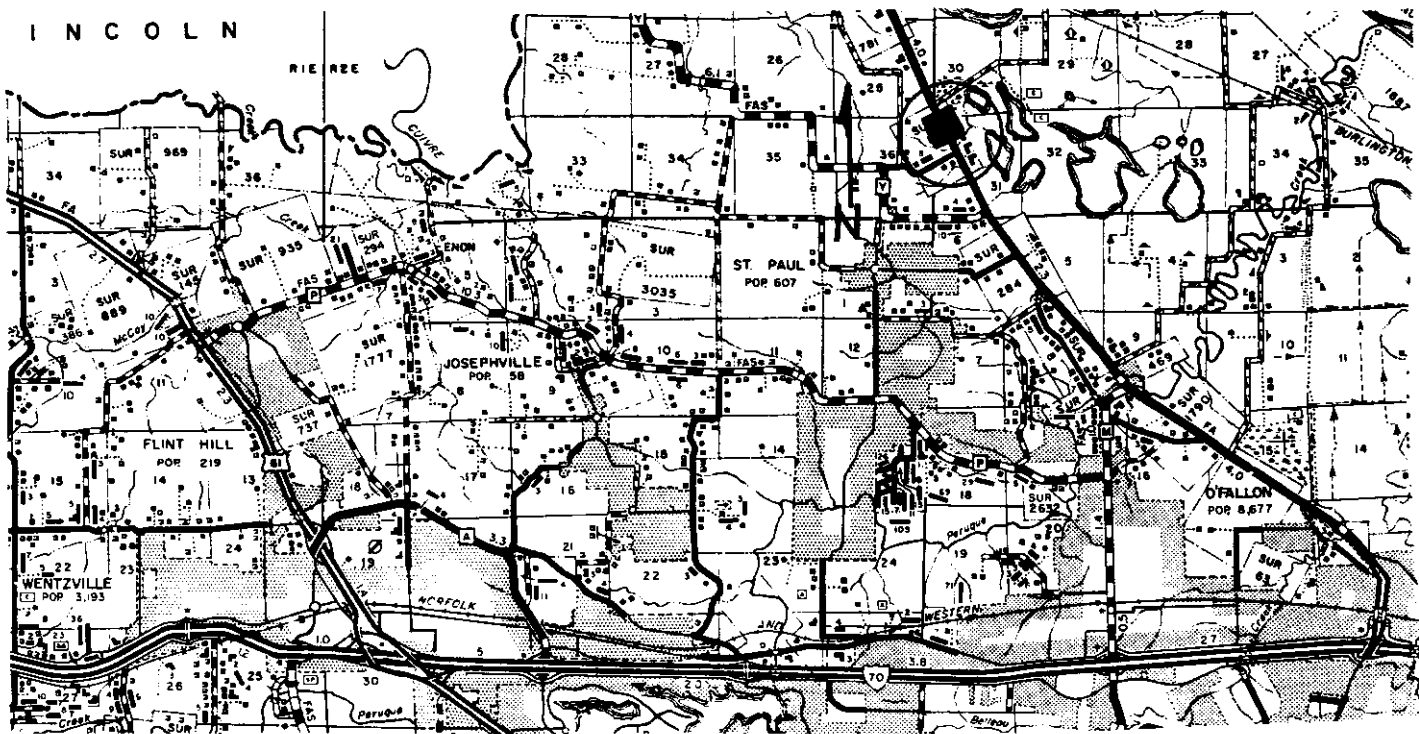
This site is located within a test section created as part of a study numbered MCHRP 78-1, Research Investigation No. 77-2. Layout details of this study are shown on page 17.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295393
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-7B
Route 79, St. Charles County

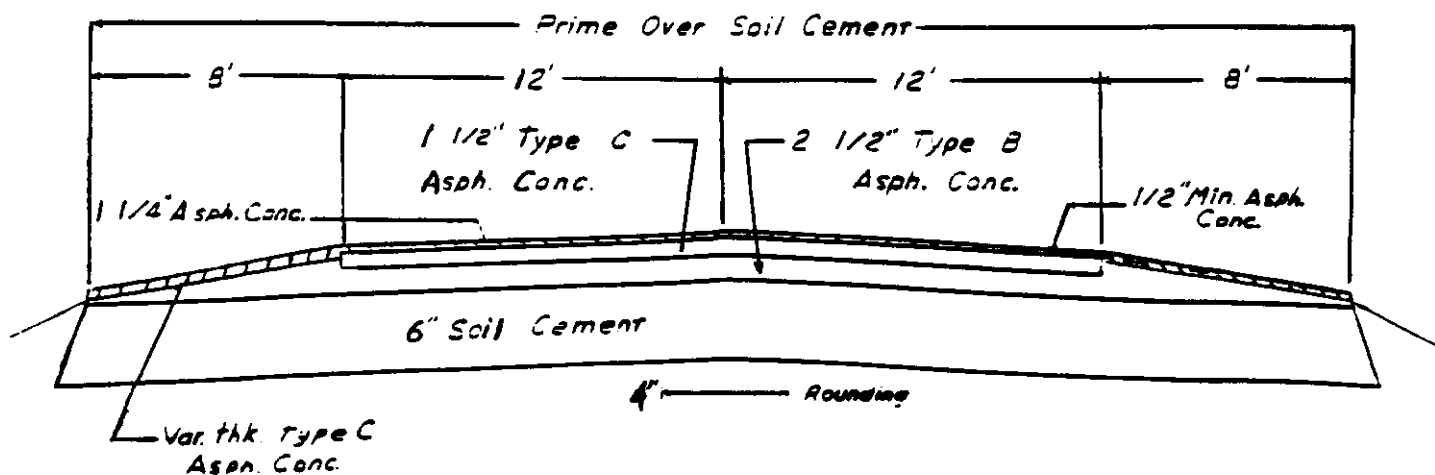
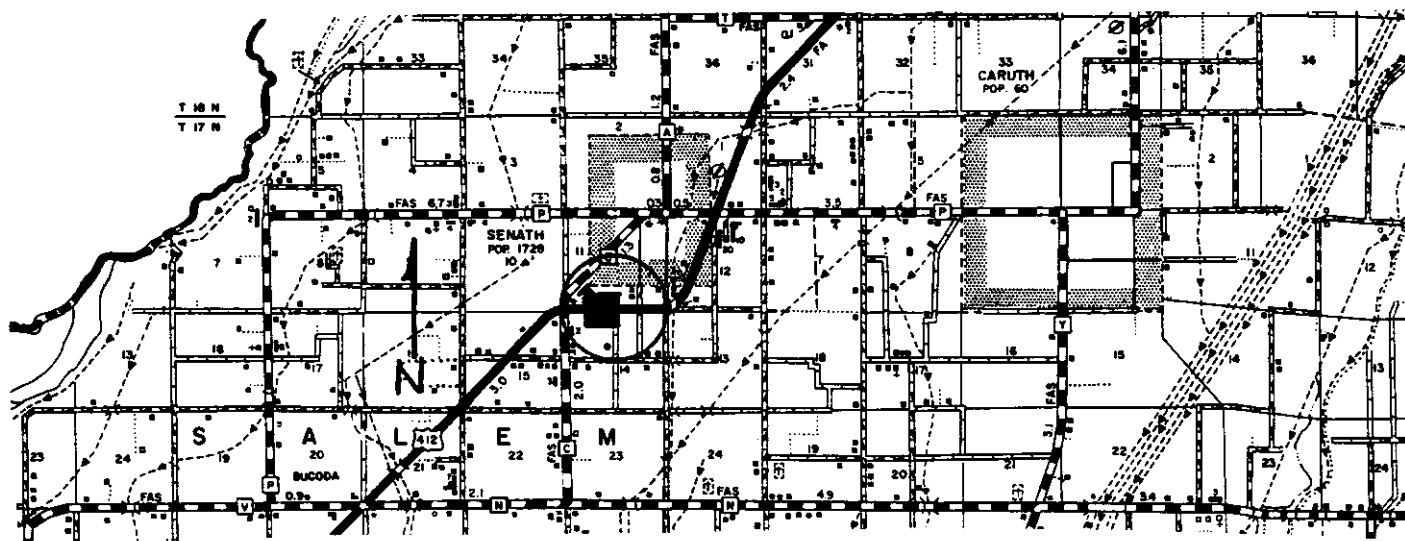
This site is located 0.1 mile north of Route Y in the northbound lane, log mile 3.94. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1957 under Project No. 79-F-299(5). AADT (1987) = 8500. KESALS (1987) = 50.

This site was rehabilitated by Project No. 6-P-884 in 1990.



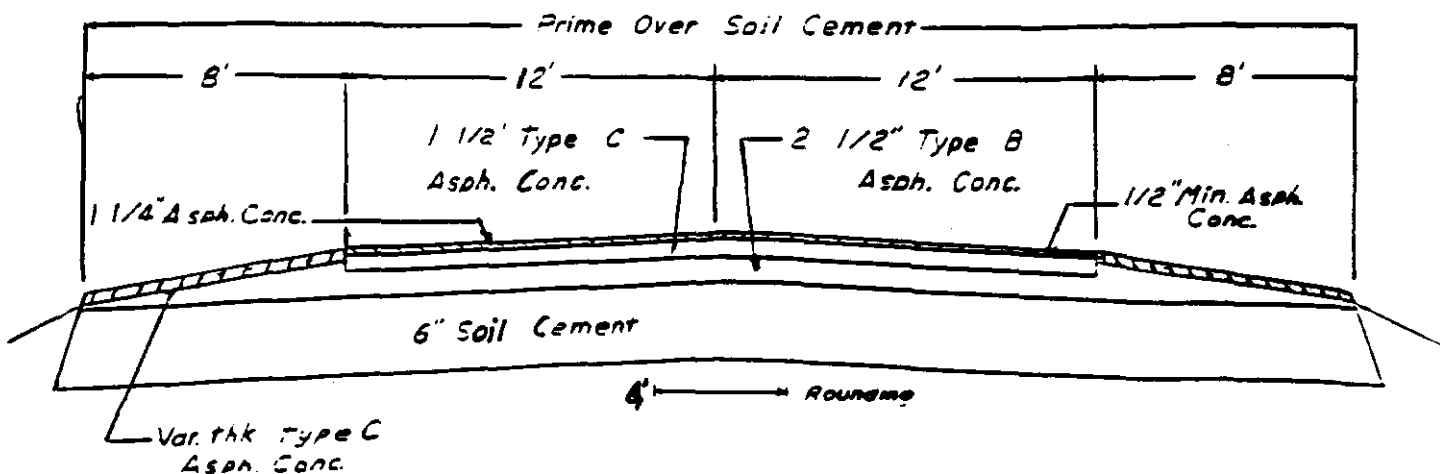
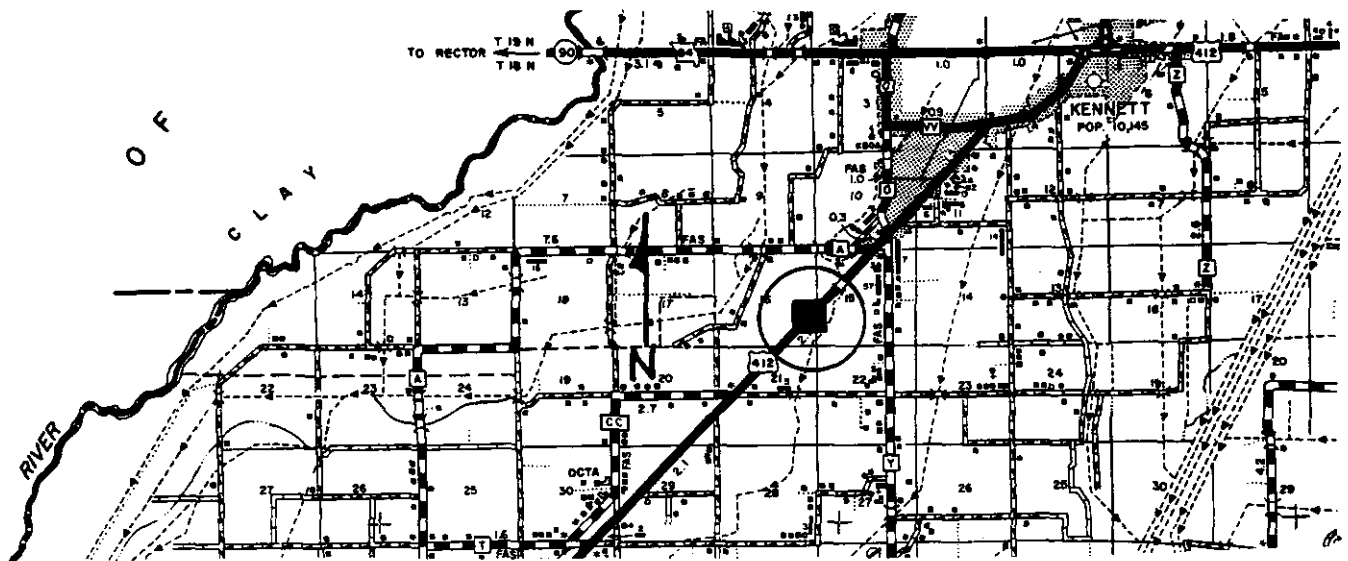
STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295403
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-6B
 Route 412, Dunklin County

This site is located 0.2 mile north of Route C in the northbound lane, log mile 11.90. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1967 under Project No. CO35-25(4). This site was rehabilitated by Project No. F-25-1(24) in 1989. AADT (1985) = 3100. KESALS (1985) = 90.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295413
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-6B
 Route 412, Dunklin County

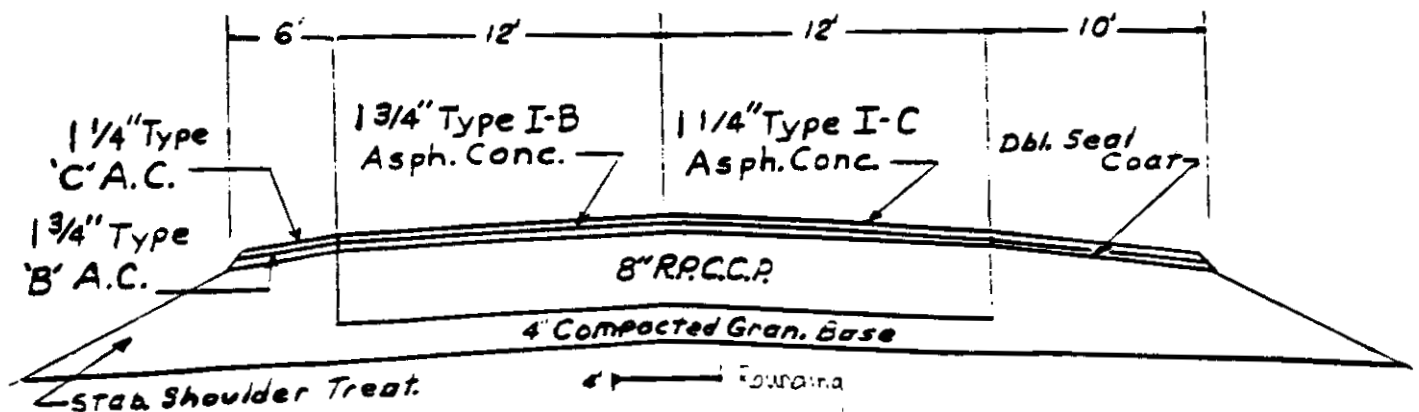
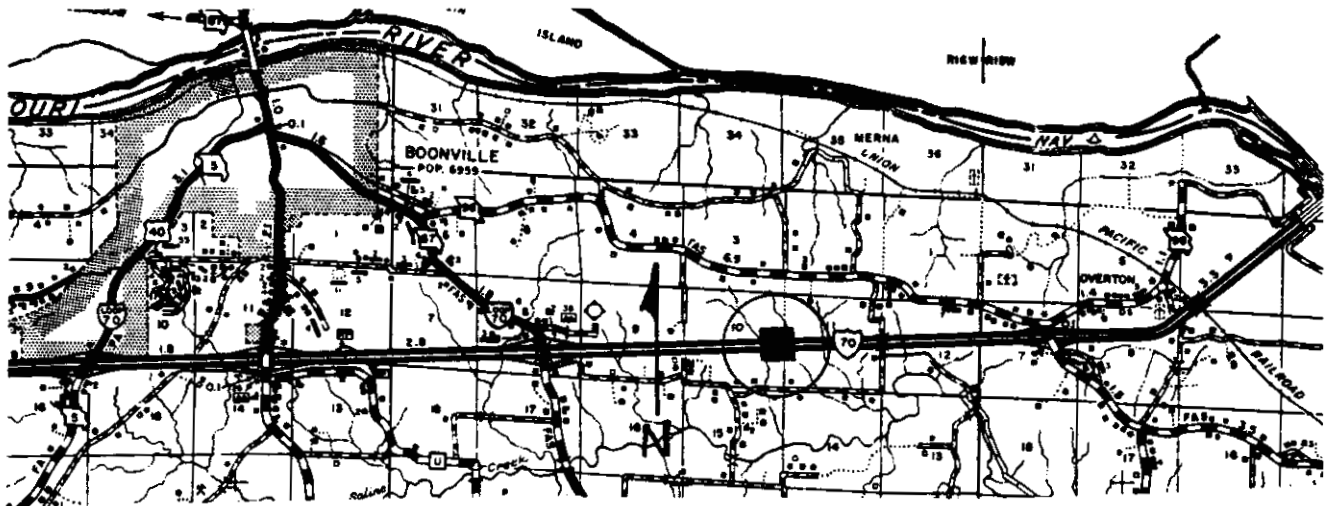
This site is located 1.05 miles north of Route CC in the northbound lane, log mile 19.39. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1965 under Project No. F-25-1(5). This site was rehabilitated by Project No. F-25-1(23), Sec. B, in 1989. AADT (1987) = 5200. KESALS (1987) = 125.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295473
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-7B
 Route I-70, Cooper County

This site is located 2.2 miles east of Route 87 in the westbound lane, log mile 21.88. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1960 under Project No. I-IG-70-3(25)105. AADT (1987) = 9200. KESALS = 400.

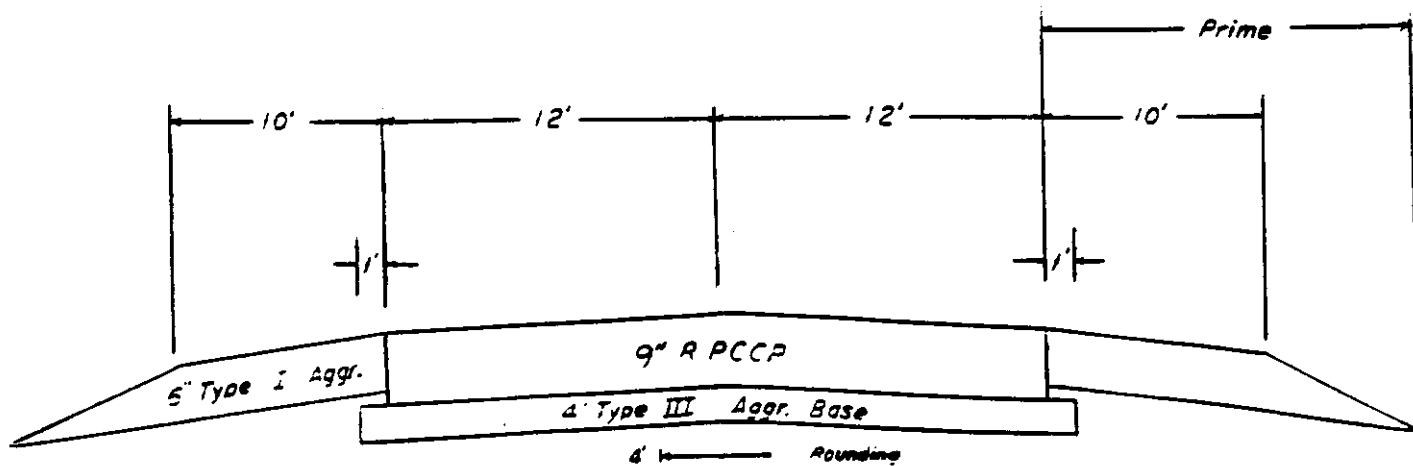
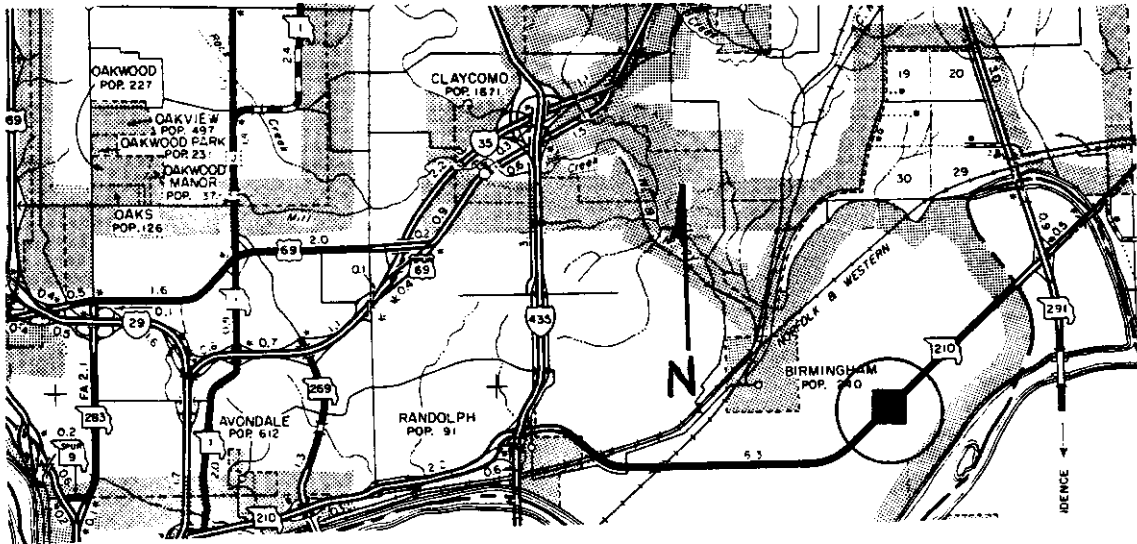
This site was rehabilitated by Project No. IR-70-3(140). Project was started in 1989 and finished in 1990. Samples by SHRP contractor taken after Type I-B mixture was placed.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 295483
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-7B
Route 210, Clay County

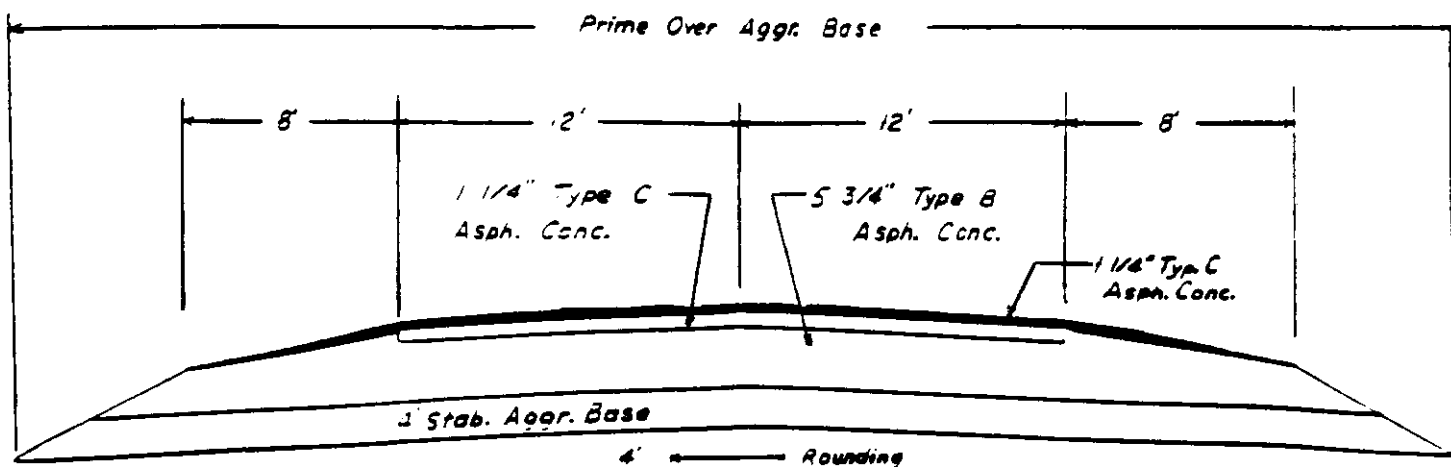
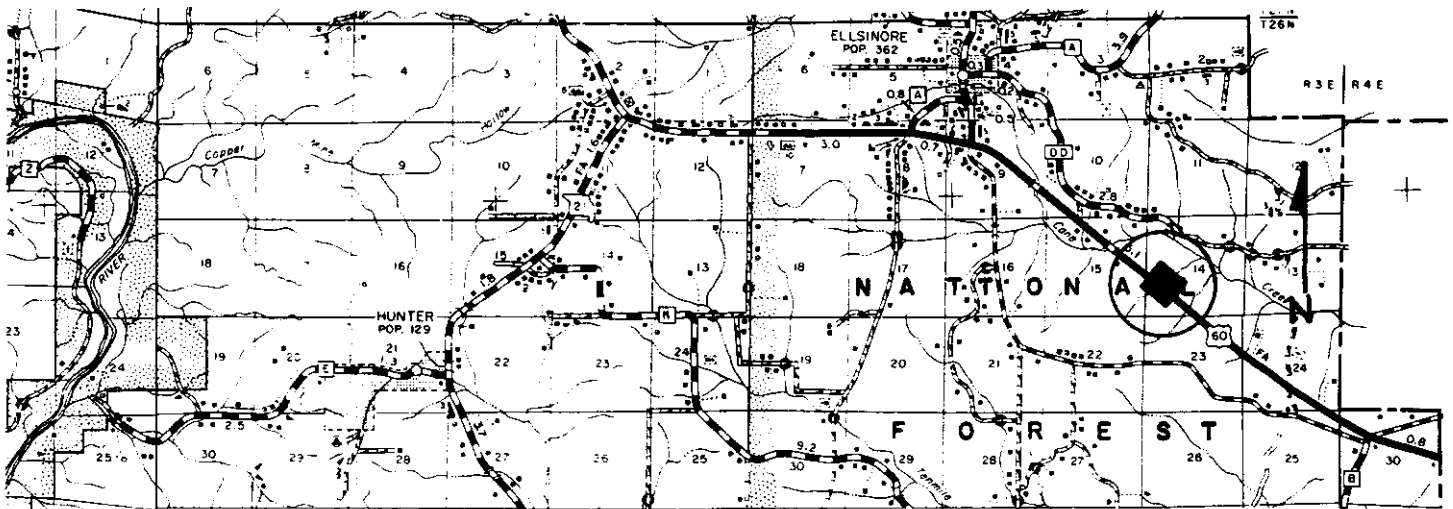
This site is located 3.6 miles east of end of divided pavement in the westbound lane, log mile 7.55. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1973 under Project No. 210-SU-SUG-7-647(7). AADT (1987) = 8700. KESALS (1987) = 205.

This site was rehabilitated by Project No. F.A. 3315(401) in 1991.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 296067
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-6A
 Route 60, Carter County

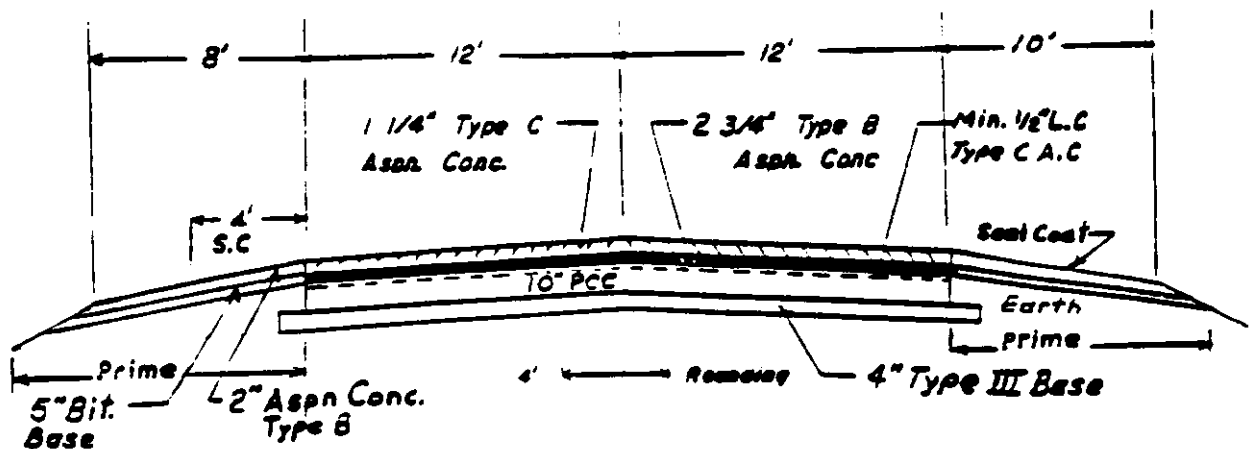
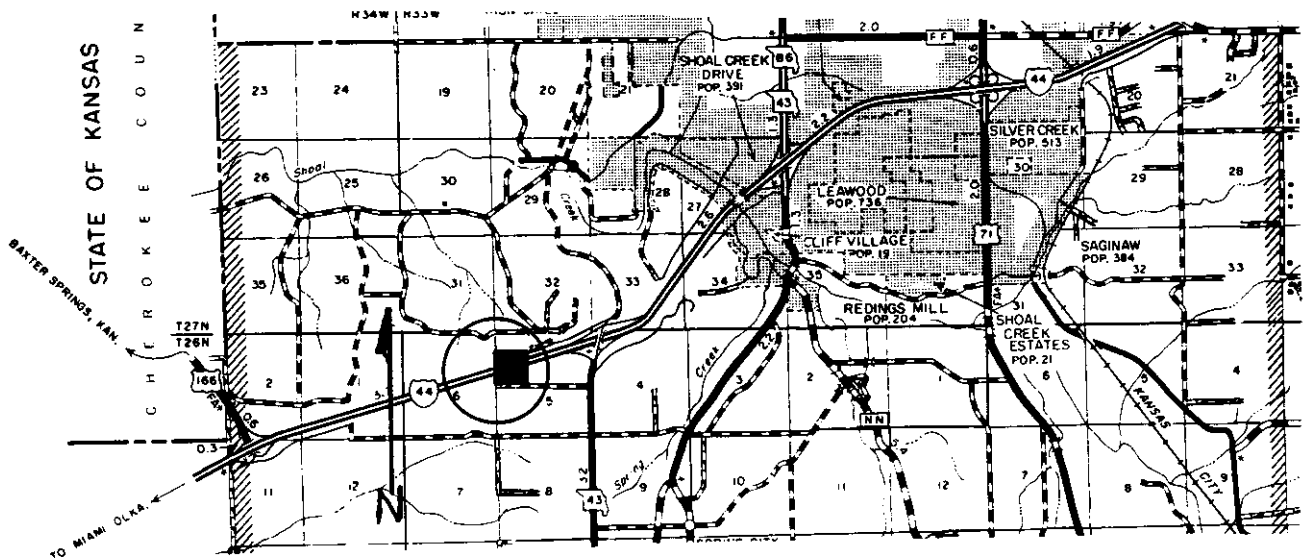
This site is located 2.92 miles west of Route B in the eastbound lane, log mile 37.61. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1965 under Project No. Sec. 18(2). Overlaid in 1981 under Project No. I-PMS-60-3(40). AADT (1985) = 2840. KESALS (1985) = 55.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 297054
 Long Term Pavement Performance Studies (LTPP)
 General Pavement Studies (GPS)
 GPS-7A
 Route I-44, Newton County

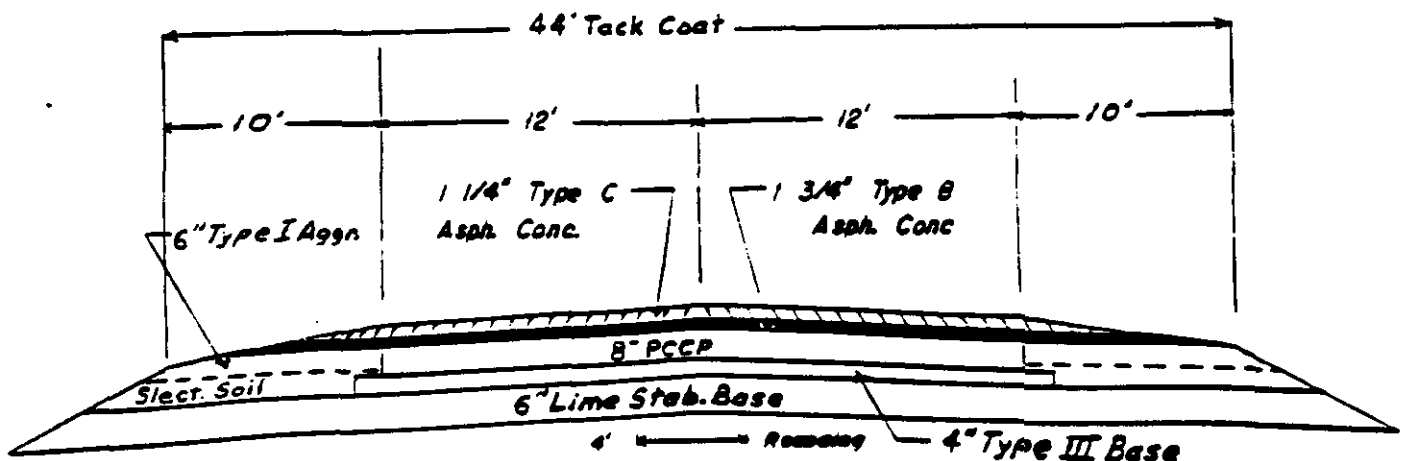
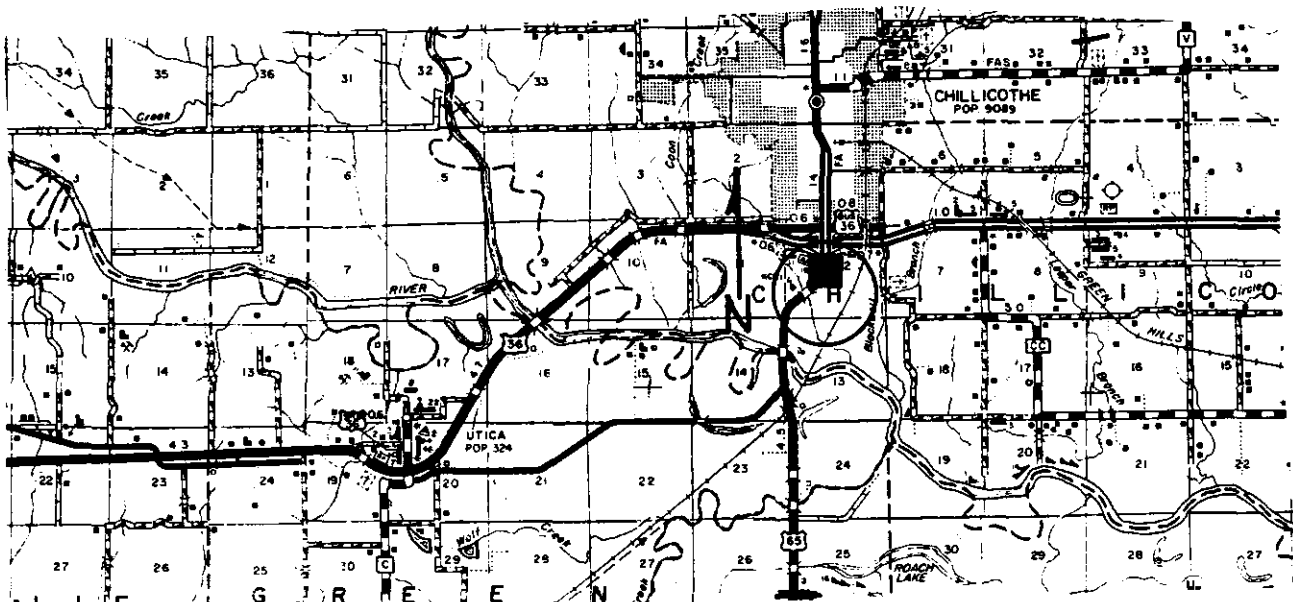
This site is located 0.25 mile west of weigh station and 0.45 mile east of rest area exit in eastbound lane, log mile .58. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1957 under Project No. IN-FI-432(3). Overlaid in 1972 under Project No. I-FI-44-1(36). AADT (1985) = 11900. KESALS (1985) = 336.

This site is scheduled for rehabilitation in 1993.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SHRP IDENT. NO. 297073
Long Term Pavement Performance Studies (LTPP)
General Pavement Studies (GPS)
GPS-7A
Route 65, Livingston County

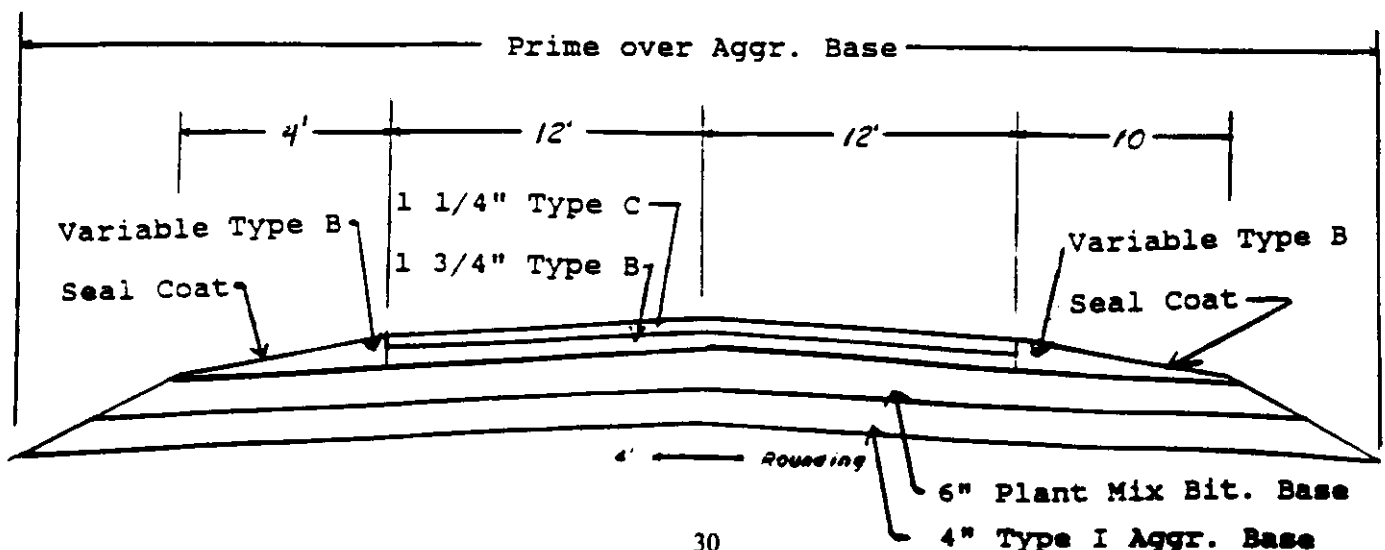
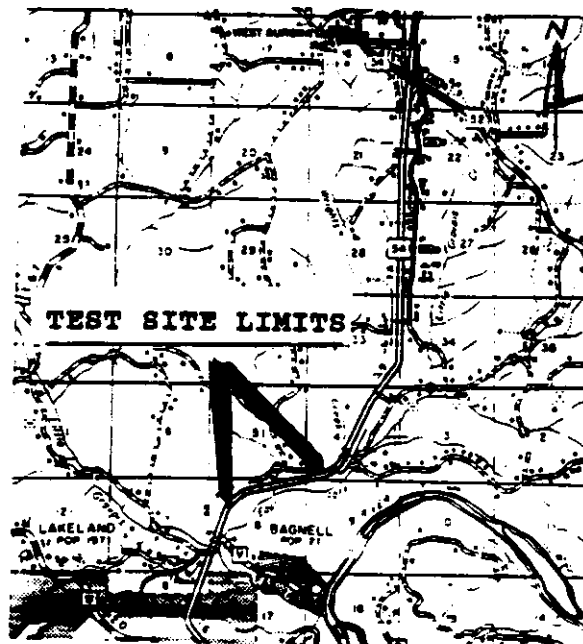
This site is located 0.5 mile south of Route 36 in the northbound lane, log mile 12.84. A blue sign with the SHRP Logo and the SHRP ID No., facing traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1965 under Project No. Sec. 59(2). Overlaid in 1981 under Project No. FR-PMS-65-4(17). AADT (1986) = 3120. KESALS (1986) = 90.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-3A
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Studies (SPS)
 FLEXIBLE PAVEMENT PREVENTIVE MAINTENANCE TREATMENTS
 Route 54, Miller County

The test section sites are located between 4.6 and 5.8 miles west of Route 52 west, in the westbound lane, log mile 6.64 to 7.84. Blue signs with the SHRP Logo, SPS-3, Treatment, and Section Number, face traffic, and are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' study sections. The pavement was constructed in 1974 under Project No. F-54-3(26). AADT (1985) = 7170. KESALS (1988) = 80.

There is a General Pavement Study site located near the SPS sites. It is Site Number 291005.

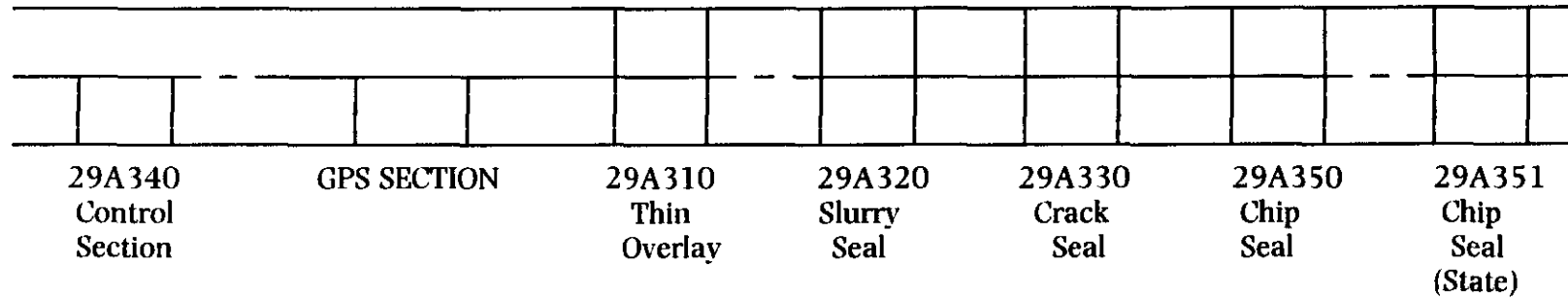


SPS-3A TEST SECTION LAYOUT

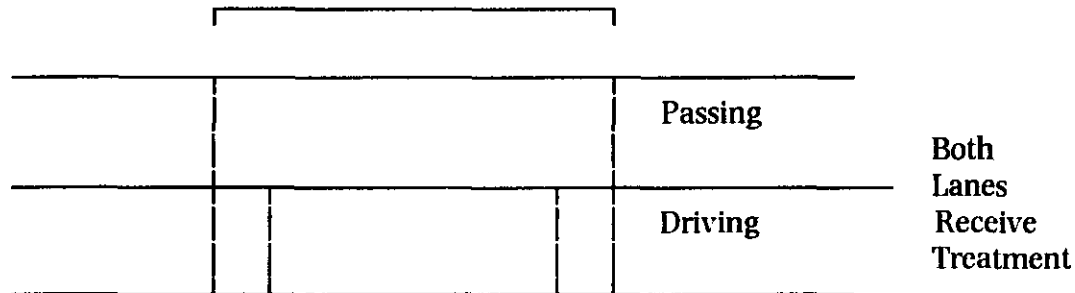
Route 54, Miller County

Westbound Lanes Only

TRAFFIC FLOW



Typical
AREA OF TREATMENT (500' plus minimum 100' transition zone each side)



500'
Study Section

SPS-3A

TEST SITE CONSTRUCTION

The test sections:

29A320	-	Slurry Seal
29A330	-	Crack Seal
29A350	-	Chip Seal

were built under a region contract by Delta Asphalt Paving, Inc., of Council Bluffs, Iowa. The reason for this was to have uniform construction techniques and materials for all the test sections in the North Central Region. The construction was inspected by the Federal Highway Administration, Central Federal Lands Highway Division.

Test Section 29A310, thin overlay, was constructed by Richardson & Bass Construction of Columbia, Missouri, and inspected by the Research Section.

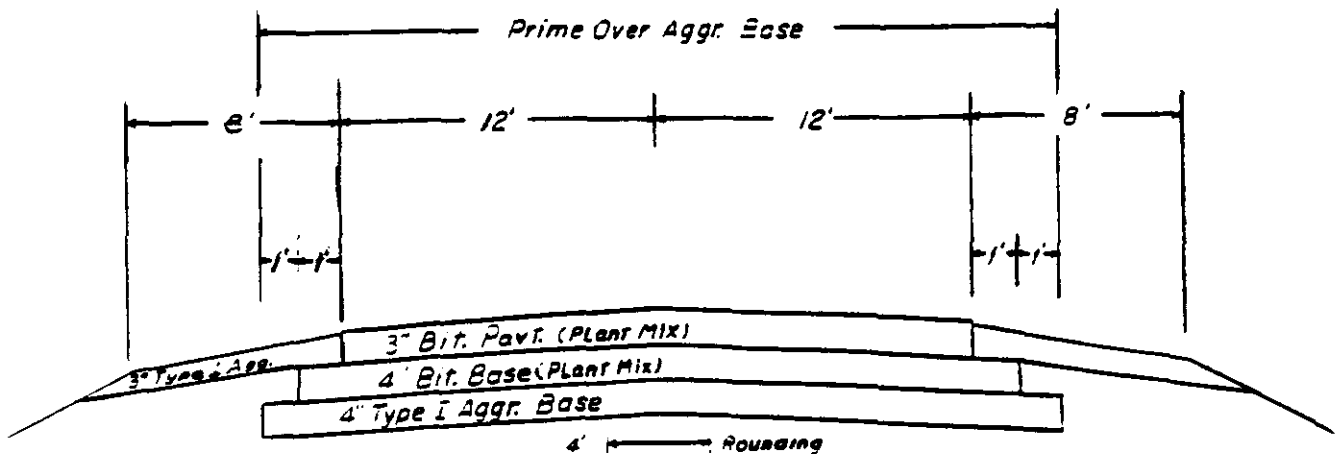
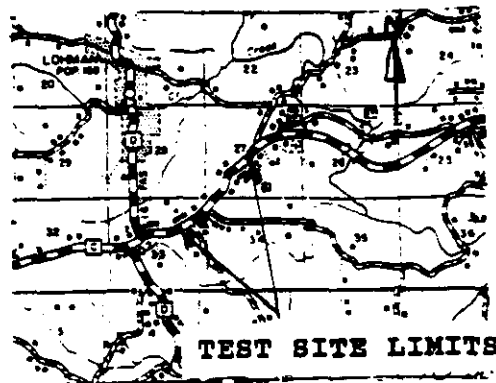
Test Section 29A351, Chip Seal (State), was constructed by District 5 Maintenance and Traffic forces and inspected by the Research Section.

Semi-annual inspections of this test site will be conducted.

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-3B
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Studies (SPS)
FLEXIBLE PAVEMENT PREVENTIVE MAINTENANCE TREATMENTS
 Route C, Cole County

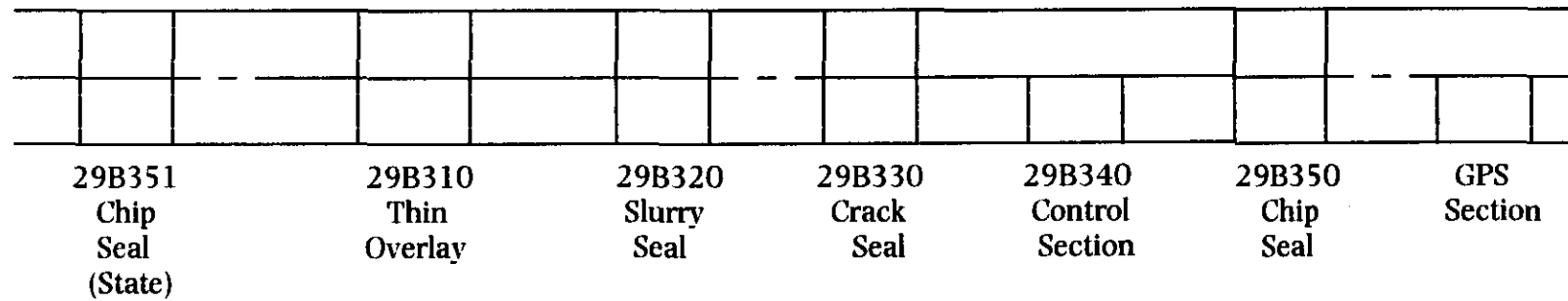
The test sections are located between 0.2 and 1.2 miles east of Route D in the eastbound lane, log mile 6.42 to 7.42. Blue signs with the SHRP Logo, SPS-3, Treatment and Section Number, face traffic, is used to locate the site. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' control section. The pavement was constructed in 1986 under Project No. RS-RSEGC-169(2). AADT (1985) = 1960. KESALS (1985) = 19.

There is a General Pavement Study site located near the SPS sites. It is Site Number 291002.

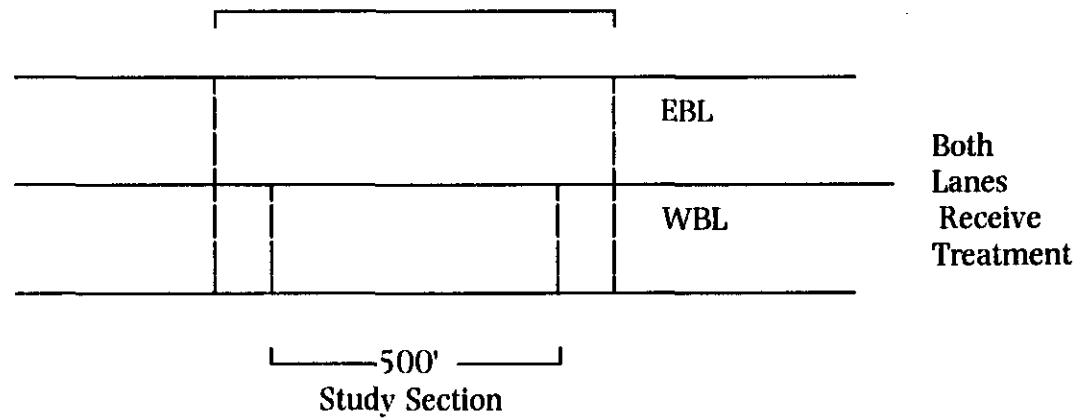


SPS-3B TEST SECTION LAYOUT
Route C, Cole County

2 Way Traffic



Typical
AREA OF TREATMENT (500' plus minimum 100' transition zone each side)



TEST SITE CONSTRUCTION

The test sections:

- | | | |
|--------|---|-------------|
| 29B320 | - | Slurry Seal |
| 29B330 | - | Crack Seal |
| 29B350 | - | Chip Seal |

were built under a region contract by Delta Asphalt Paving, Inc., of Council Bluffs, Iowa. The reason for this was to have uniform construction techniques and materials for all the test sections in the North Central Region. The construction was inspected by the Federal Highway Administration, Central Federal Lands Highway Division.

Test Section 29B310, thin overlay, was constructed by Richardson & Bass Construction of Columbia, Missouri, and inspected by the Research Section.

Test Section 29B351, Chip Seal (State), was constructed by District 5 Maintenance and Traffic forces and inspected by the Research Section.

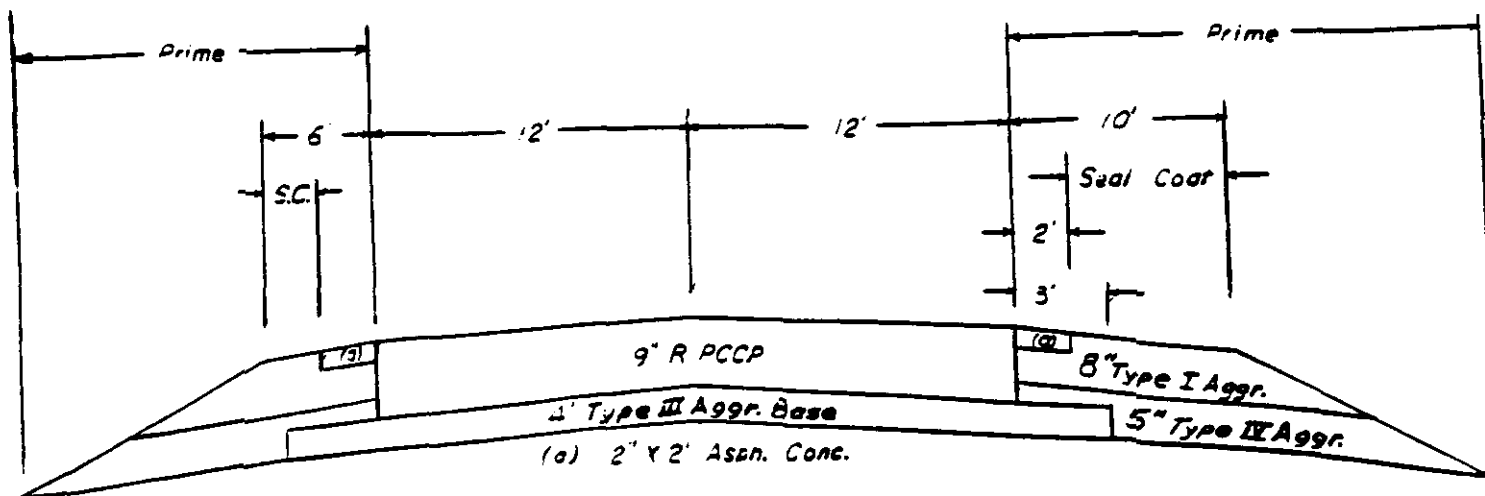
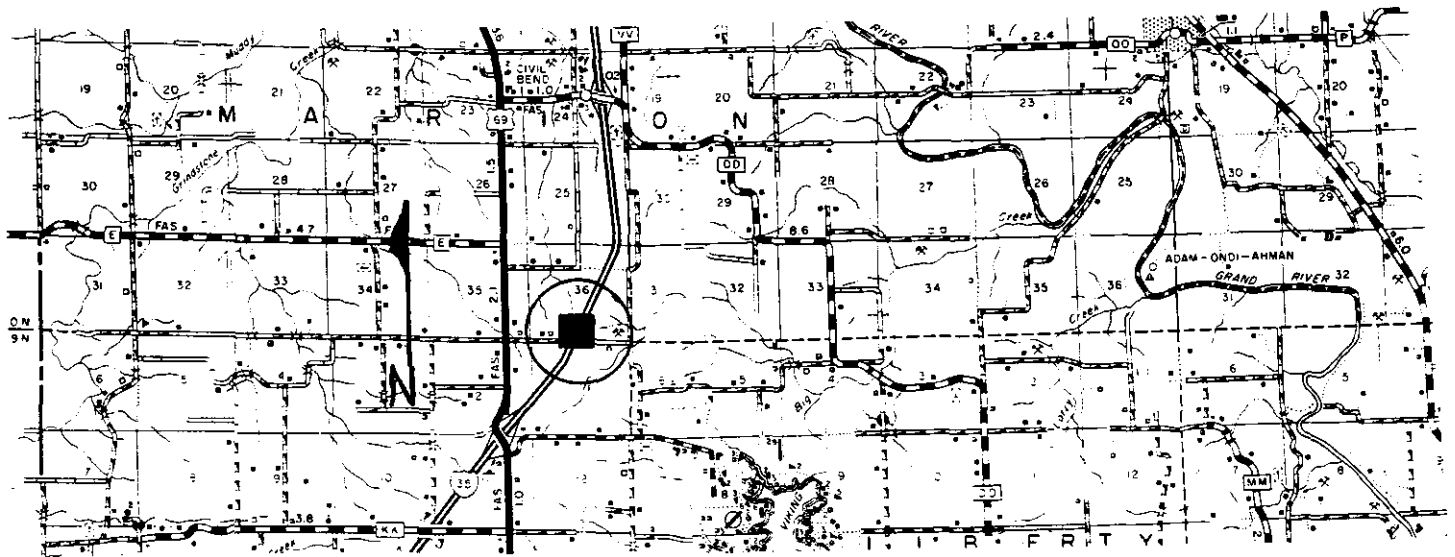
Semi-annual inspections of this test site will be conducted.

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-4A
Long Term Pavement Performance (LTPP)
Specific Pavement Studies (SPS)
RIGID PAVEMENT PREVENTIVE MAINTENANCE TREATMENTS
Route I-35, Daviess County

The site is 1.7 miles north of Route 69 in the northbound lanes, log mile 11.32 to 10.62. Blue signs with the SHRP Logo, SPS-4, Treatment, and Section Number facing traffic are used to locate these sites. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' study sections. The pavement was constructed in 1977 under Project No. I-35-2(35)68. AADT (1985) = 8380. KESALS (1985) = 355.

There is a General Pavement Study site located near the SPS sites. It is Site Number 295000.

Test Sections 29A410, 29A411, and 29A430 were built by Maintenance and Traffic forces.



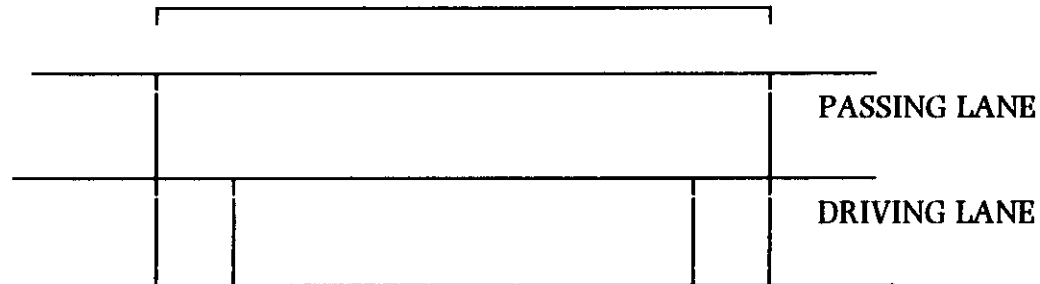
SPS-4A TEST SECTION LAYOUT

Route I-35, Daviess County

ONE WAY TRAFFIC
NORTH BOUND LANE

295000			29A430		29A410		29A411	
GPS-4			CONTROL		SILICONE		HOT POUR	
TEST SECTION			SECTION		FULL SEAL		FULL SEAL	
ORIGINAL SEAL			NO SEAL				(STATE)	

TYPICAL
AREA OF TREATMENT
(500' PLUS A SLAB LENGTH TRANSITION ZONE ON EACH END)



500'
STUDY SECTION

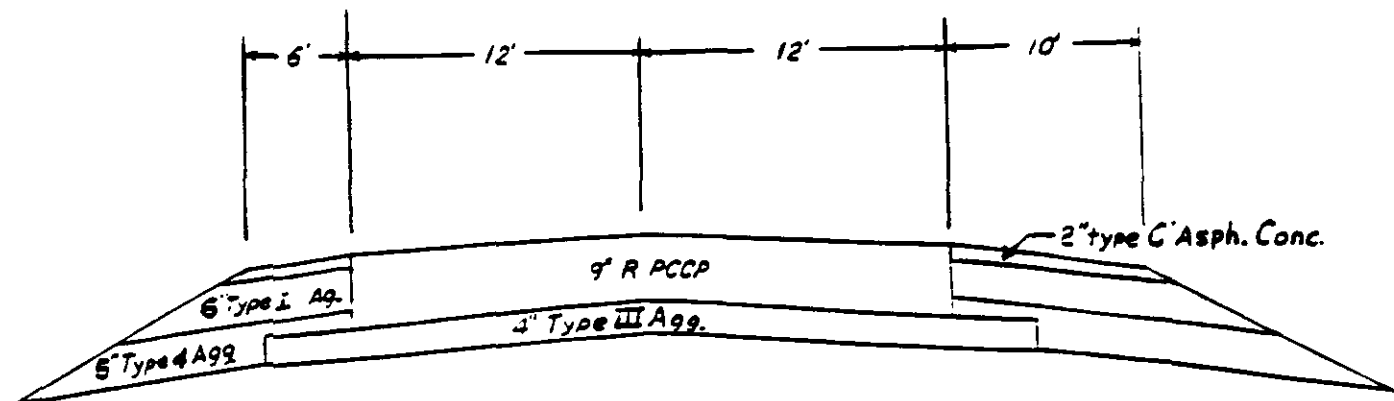
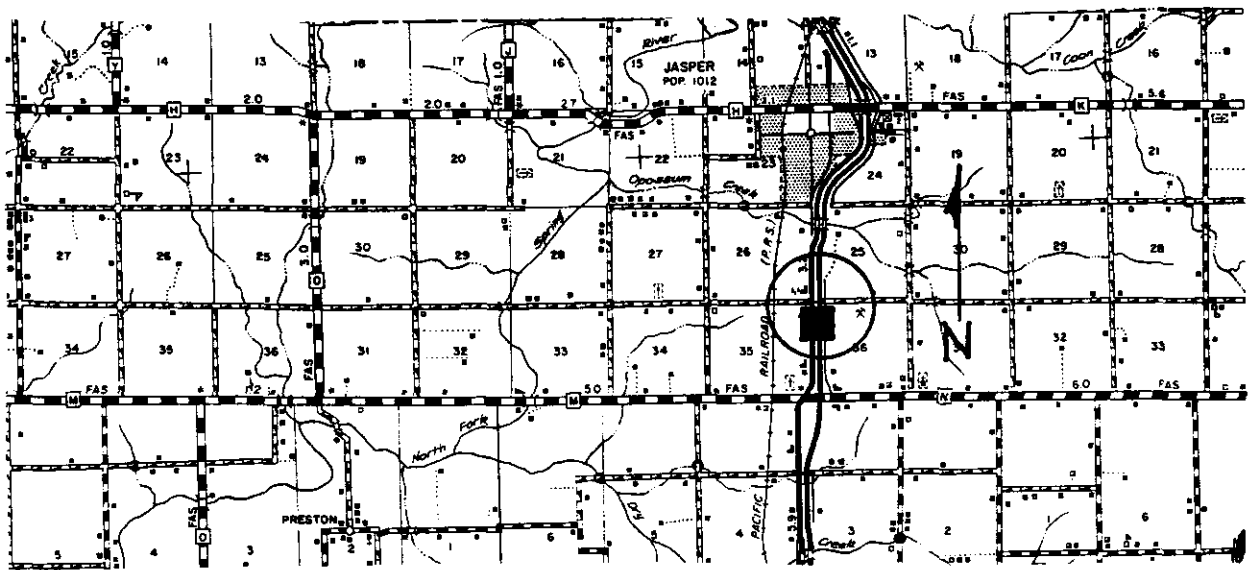
BOTH LANES RECEIVE TREATMENT

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-4B
Long Term Pavement Performance (LTPP)
Specific Pavement Studies (SPS)
RIGID PAVEMENT PREVENTIVE MAINTENANCE TREATMENTS
Route 71, Jasper County

This site is located 1.0 miles south of the Opossum Creek Bridge in the southbound lane, log mile 3.5 to 4.0. Blue signs with the SHRP Logo, SPS-4, Treatment, and Section Number facing traffic, are used to locate these sites. A solid white line traverses the pavement with the SHRP ID NO. on the edge of pavement at the beginning of the 500' study sections. The pavement was constructed in 1983 under Project No. F-71-2(35). AADT (1985) = 8023. KESALS (1985) = 327.

There is a General Pavement Study site located near the SPS sites. It is Site Number 295503.

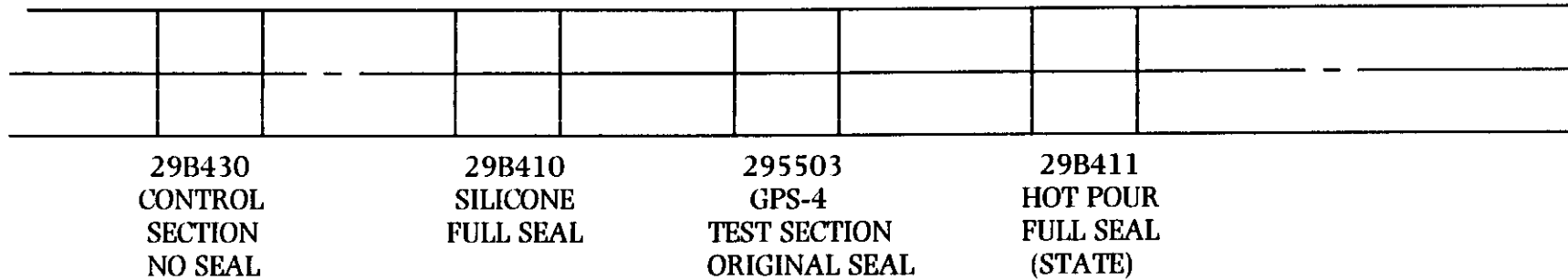
Test Sections 29B410, 29B411, and 29B430 were built by Maintenance and Traffic forces.



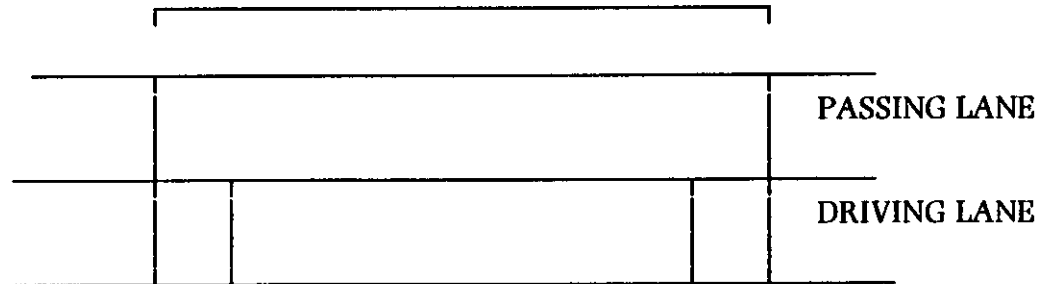
SPS-4B TEST SECTION LAYOUT

Route 71, Jasper County

ONE WAY TRAFFIC
SOUTH BOUND LANE



TYPICAL AREA OF TREATMENT
(500' PLUS A SLAB LENGTH TRANSITION ZONE ON EACH END)



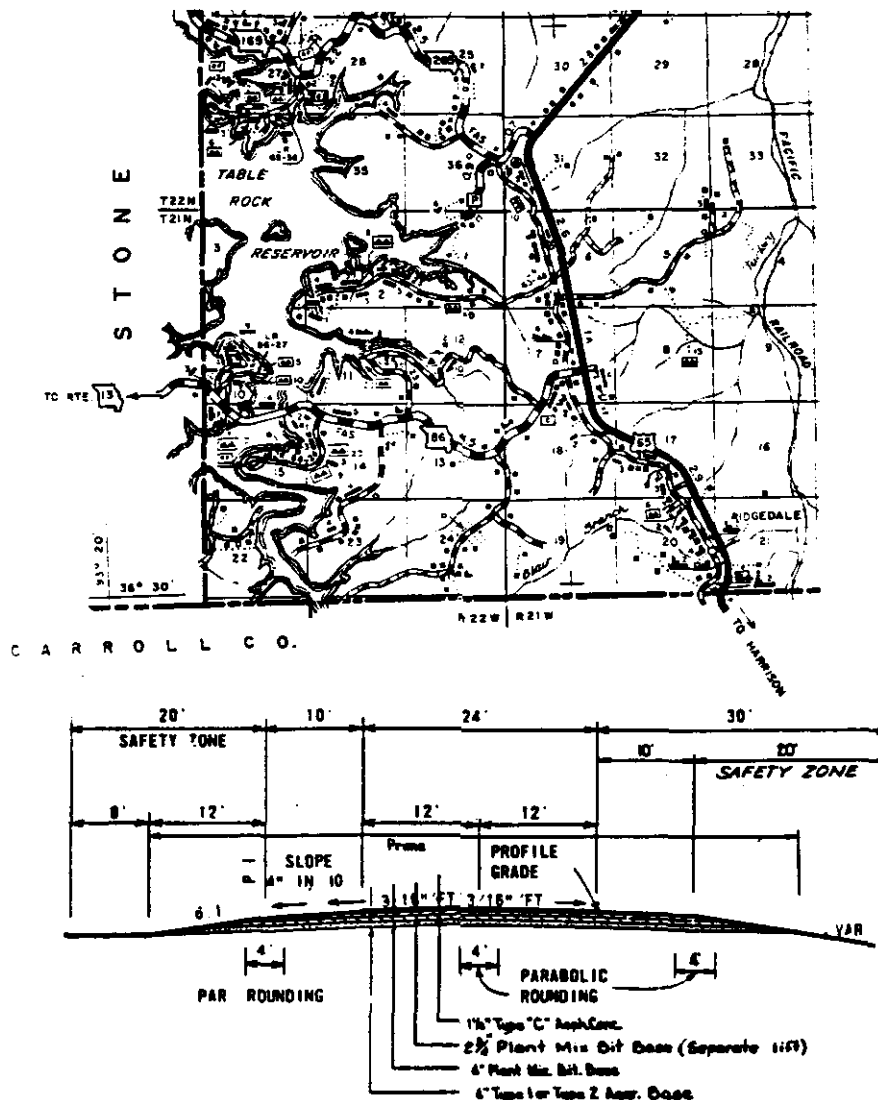
500'
STUDY SECTION

BOTH LANES RECIEVE TREATMENT

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-5
Long Term Pavement Performance Studies (LTPP)
Specific Pavement Study (SPS)
REHABILITATION OF ASPHALTIC CONCRETE PAVEMENTS
Route 65, Taney County

This site is located in the northbound lane, from the Arkansas state line north 3.7 miles, log mile 23.387 to 19.673. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' or 1000' study sections. The pavement was constructed in 1982 under Project No. 8-P-65-23B (earthwork) and 8-P-65-23C (paving). AADT (1998) = 9350. KESALS (1998) = 170.

The test sections were constructed in 1998 under Job No. J8P0666.



Original cross-section. See table page 41 for the rehabilitation completed.

SPS-5 TEST SECTION LAYOUT

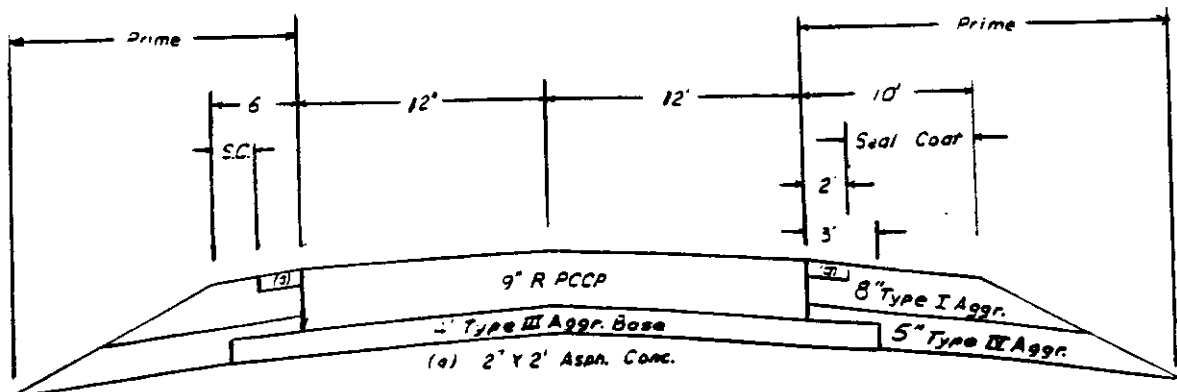
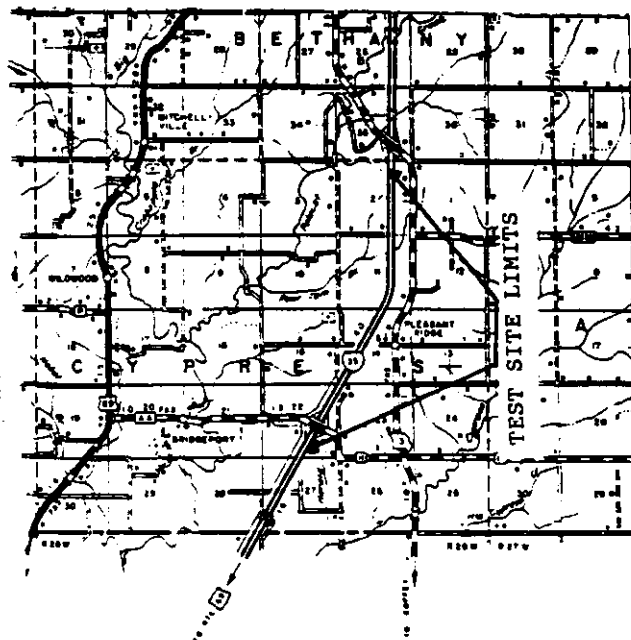
Route 65, Taney County

SHRP ID	Limits	General Description
290501	1037+50 to 1052+00	No Overlay, Control Section
290502	1052+00 to 1068+00	2" Recycled I-C Overlay, Minimum Pavement Preparation
290503	1068+00 to 1095+00	5" Recycled Overlay, (2" Recycled I-C, 3" Recycled I-B), Minimum Pavement Preparation
290508	1095+00 to 1105+00	7" Recycled Overlay, (2" Recycled I-C, 3" Recycled I-B, 2" Recycled I-B), Intensive Pavement Preparation (2" Cold Milled)
290509	1105+00 to 1141+00	4" Recycled Overlay, (2" Recycled I-C, 2" Recycled I-B), Intensive Pavement Preparation (2" Cold Milled)
	1141+00 to 1152+00 (No Test Section in this area)	4" Virgin Bituminous Mixture Overlay, (2" Virgin I-C, 2" Virgin I-B), Intensive Pavement Preparation (2" Cold Milled)
290507	1152+00 to 1165+00	7" Virgin Bituminous Mixture Overlay, (2" Virgin I-C, 3" Virgin I-B, 2" Virgin I-B), Intensive Pavement Preparation (2" Cold Milled)
290506	1165+00 to 1194+00	4" Virgin Bituminous Mixture Overlay, (2" Virgin I-C, 2" Virgin I-B), Intensive Pavement Preparation (2" Cold Milled)
290504	1194+00 to 1223+50	5" Virgin Bituminous Mixture Overlay, (2" Virgin I-C, 3" Virgin I-B), Minimum Pavement Preparation
290505	1223+50 to 1233+61.99	2" Virgin I-C Overlay, Minimum Pavement Preparation

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-6
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Study (SPS)
 REHABILITATION OF JOINTED PORTLAND CEMENT CONCRETE PAVEMENTS
 Route I-35, Harrison County

This site is location 0.2 miles south of Route 13 in the southbound lane, log mile 25.97 to 30.13. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' or 1000' study sections. The pavement was constructed in 1975 under Project No. I-35-2(37)B. AADT (1990) = 9771. KESALS (1990) = 426.

The test sections were constructed in 1992 under Job No. 11-507-35.



Original cross-section. See table page 43 for the rehabilitation completed.

SPS-6 TEST SECTION LAYOUT
Route I-35, Harrison County

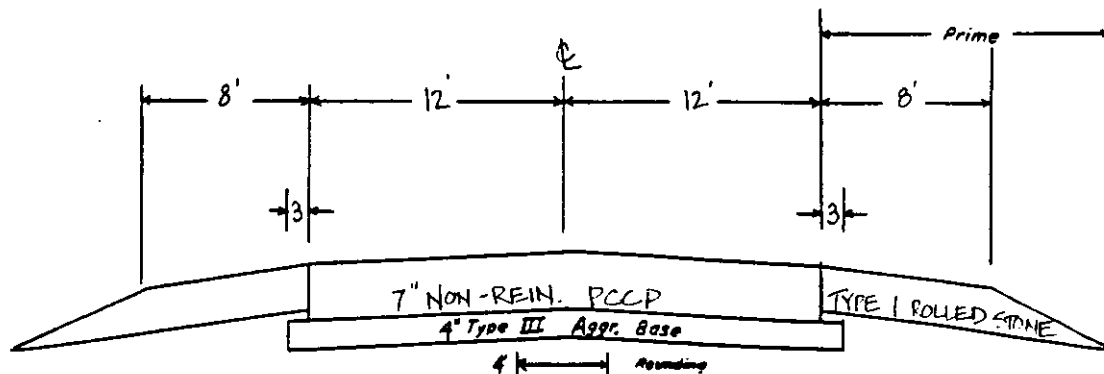
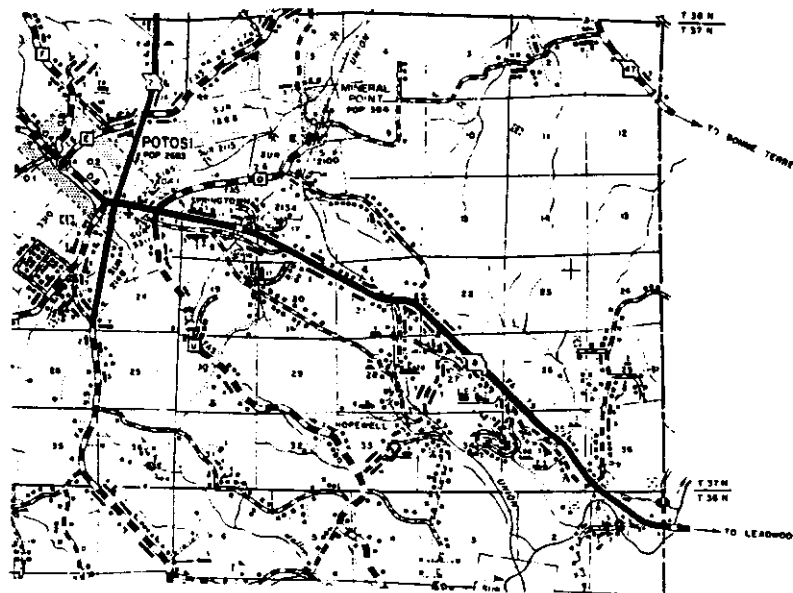
TEST SECTION DETAILS AND TREATMENT OPTIONS	Required By SHRP								Additional By Missouri							
	Control	Minimal		Intensive		Break and Seat			Rubblized		Typical		State			
Section Number (2906__)	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
Section Length (100 ft.)	5	10	5	5	10	5	5	5	5	5	5	5	5	5	5	5
Overlay Thickness (in.)	0	0	4	4	0	4	4	8	4	8	12	8	12	8	5	0
Joint Sealing	X	X	N	N	R&R	N	N	N	N	N	N	N	N	N	N	X
Crack Sealing	X	X	N	N	R&R	N	N	N	N	N	N	N	N	N	N	X
Partial Depth Patch	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Full Depth Patch/Joint Repair	N	X	X	X	R&R	R&R	N	N	N	N	N	N	N	N	X	X
Full Surface Diamond Grinding	N	X	N	N	A	N	N	N	N	N	N	N	N	N	N	N
Undersealing	N	N	N	N	X	X	N	N	N	N	N	N	N	N	X	X
Subdrainage	N	N	N	N	A	A	A	A	N	N	A	A	N	N	N	N
Saw and Seal	N	N	N	A	N	N	N	N	N	N	N	N	N	N	N	N
Crack/Break and Seat	N	N	N	N	N	N	A	A	A	A	N	N	N	N	N	N
Rubblized	N	N	N	N	N	N	N	N	N	N	A	A	A	A	N	N

X - Applied treatment as warranted.
 R&R - Removed and replaced existing, and applied additional as warranted.
 N - Did not perform.
 B - Full depth dowelled patch.
 A - Applied treatment regardless of condition or need.

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-6A
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Study (SPS)
 REHABILITATION OF JOINTED PORTLAND CEMENT CONCRETE PAVEMENTS
 Route 8, Washington County

This site is located east of Route 21 in the eastbound lane, log mile 19.35 to 27.923. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' or 1000' study sections. The pavement was constructed in 1969 under Project No. C110-A(2) A&B. AADT (1996) = 7250. KESALS (1996) = 200.

The test sections were constructed in 1998 under Job No. J9P0479.



Original cross-section. See table pages 45-46 for the rehabilitation completed.

SPS-6A TEST SECTION LAYOUT

Route 8, Washington County

SHRP ID	LIMITS	GENERAL DESCRIPTION
29A602	55+00 to 67+00	0" Asphalt Overlay Joint and Crack Sealing Full Depth Patching Diamond Grinding
29A601	73+00 to 80+00	Control Section Joint and Crack Sealing
29A606	87+00 to 94+00	4" Asphalt Overlay (1 3/4" I-C, 2 1/4" I-B) Full Depth Patching Subdrainage Undersealing
29A604	94+00 to 101+00	4" Asphalt Overlay (1 3/4" I-C, 2 1/4" I-B) Full Depth Patching Saw and Seal Joints in Overlay
29A605	122+00 to 134+00	0" Asphalt Overlay R&R Joint and Crack Sealing Joint and Crack Sealing R&R Partial/Full Depth Patches Full Depth Patches Diamond Grinding Subdrainage Undersealing

SPS-6A TEST SECTION LAYOUT

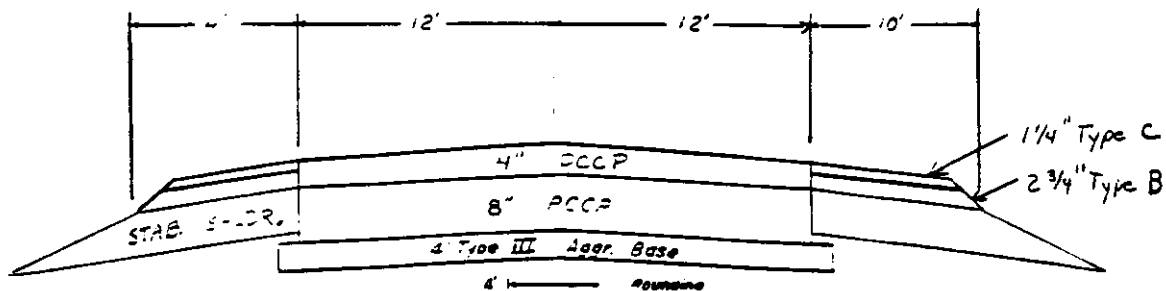
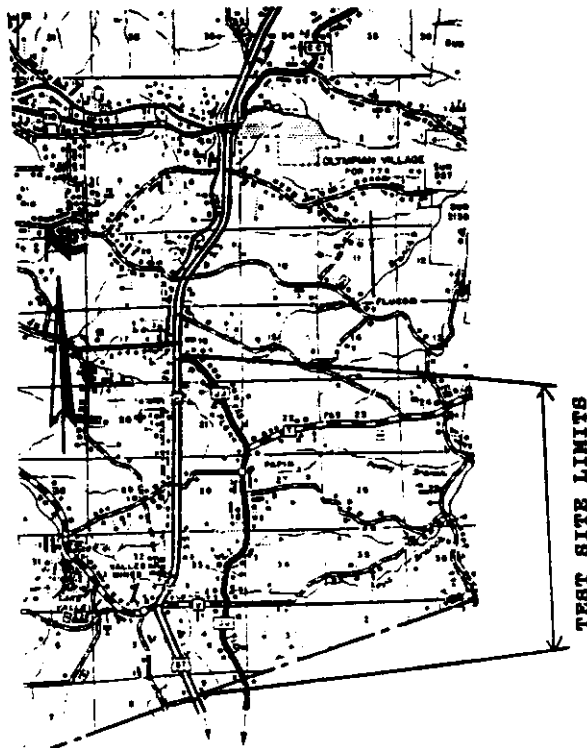
Route 8, Washington County

SHRP ID	LIMITS	GENERAL DESCRIPTION
29A608	286+50 to 293+50	8" Asphalt Overlay (1 3/4" I-C, 3 1/4" I-B, 3" I-B) Crack/Break and Seat Subdrainage
29A607	297+50 to 304+50	4" Asphalt Overlay (1 3/4" I-C, 2 1/4" I-B) Crack/Break and Seat
29A603	304+50 to 316+50	4" Asphalt Overlay (1 3/4" I-C, 2 1/4" I-B) Full Depth Patching

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-7
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Studies (SPS)
BONDED CONCRETE OVERLAYS OF CONCRETE PAVEMENTS
 Route 67, Jefferson County

The test sections are located between Route JJ, St. Francois County to Route JJ, Jefferson County, in the northbound lane, log mile .54, St. Francois County, to 9.828, Jefferson County. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' study sections. The original pavement was constructed in 1955 under Project No. F-185(12) SEC. A and B.

AADT (1988) = 13000. KESALS (1988) = 253.



Original cross-section. See page 48 for the rehabilitation completed.

SPS-7 TEST SECTION LAYOUT

Route 67, Jefferson County

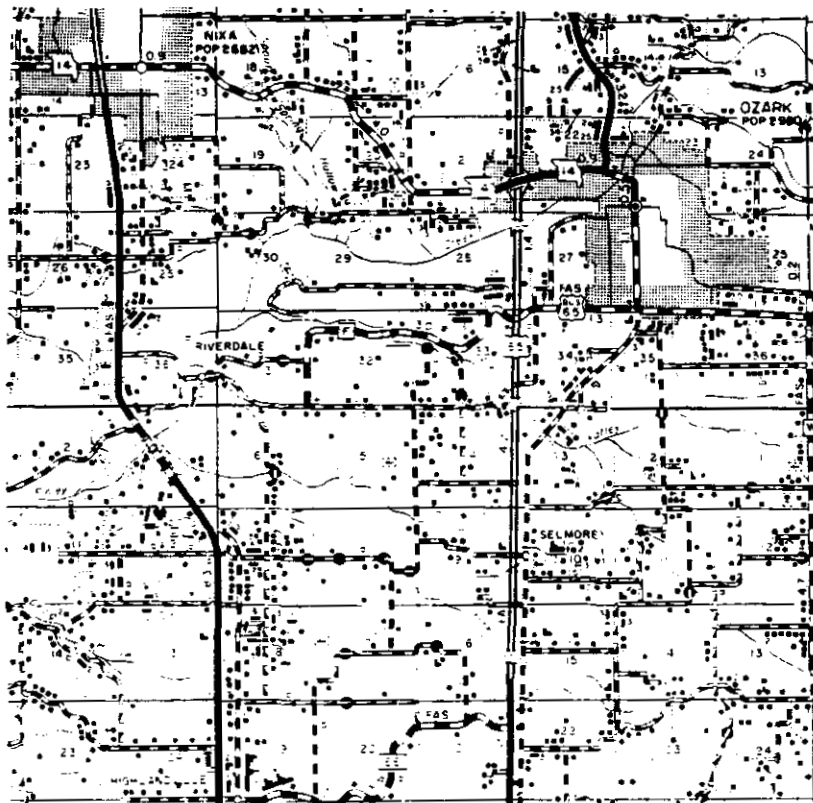
<u>Section Number</u>	<u>Station to Station</u>	<u>Overlay Thickness</u>	<u>Surface Preparation</u>	<u>Grouted</u>
290701	1863+43 to 1857+43	0"	Control Section	No Work
290702	1673+50 to 1668+50	3"	Cold Milled	Yes
290703	1850+17 to 1845+17	3"	Cold Milled	No
290704	1728+51 to 1723+51	3"	Shotblasted	No
290705	1687+07 to 1682+07	3"	Shotblasted	Yes
290706	1615+50 to 1610+50	5"	Shotblasted	Yes
290707	1624+83 to 1619+53	5"	Shotblasted	No
290708	1638+75 to 1633+75	5"	Cold Milled	No
290709	1632+25 to 1627+25	5"	Cold Milled	Yes
290710	1857+28 to 1852+28	3"	Asphalt Overlay Section*	
290711	1812+13 to 1807+13	4"	Contractor Selected**	Yes

*This section was added by the department to evaluate the 3" asphalt overlay to the concrete overlay.

**This section's surface was prepared as the contractor selected for the majority of the project, cold milled then shotblasted.

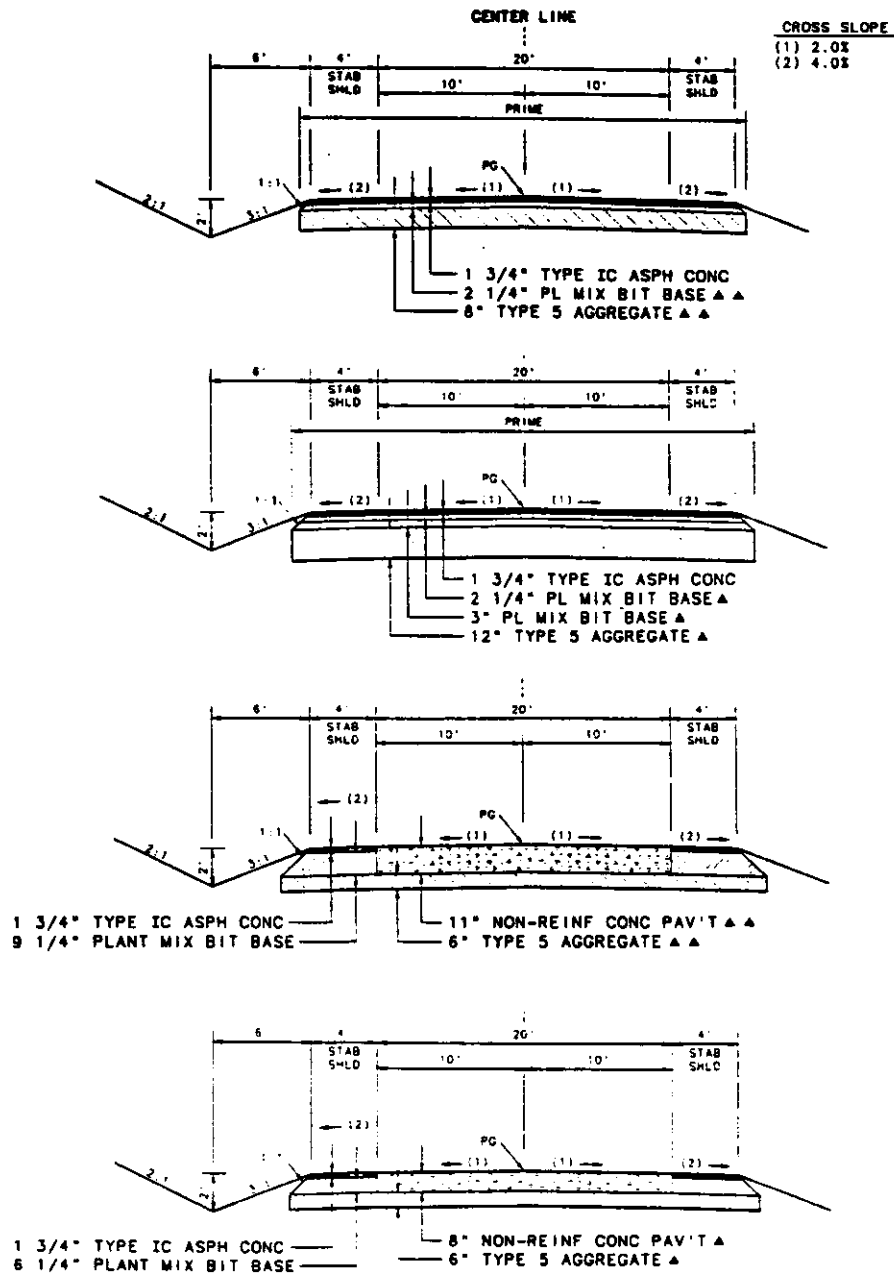
STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-8
Long Term Pavement Performance Studies (LTPP)
Specific Pavement Studies (SPS)
ENVIRONMENTAL EFFECTS ON FLEXIBLE AND RIGID PAVEMENTS
West Outer Road of Route 65, Christian County

The test sections are located 2.5 miles South of Route F and 1.75 miles north of Route EE, on the west service road in the south bound lane, log mile 8.646 to 9.110. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' study sections. The test sections were constructed in 1998 under Project No. J8P0606. AADT (1996) = 500. KESALS (1996) = 25.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-8
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Studies (SPS)
ENVIRONMENTAL EFFECTS ON FLEXIBLE AND RIGID PAVEMENTS
 West Outer Road of Route 65, Christian County

Typical Sections



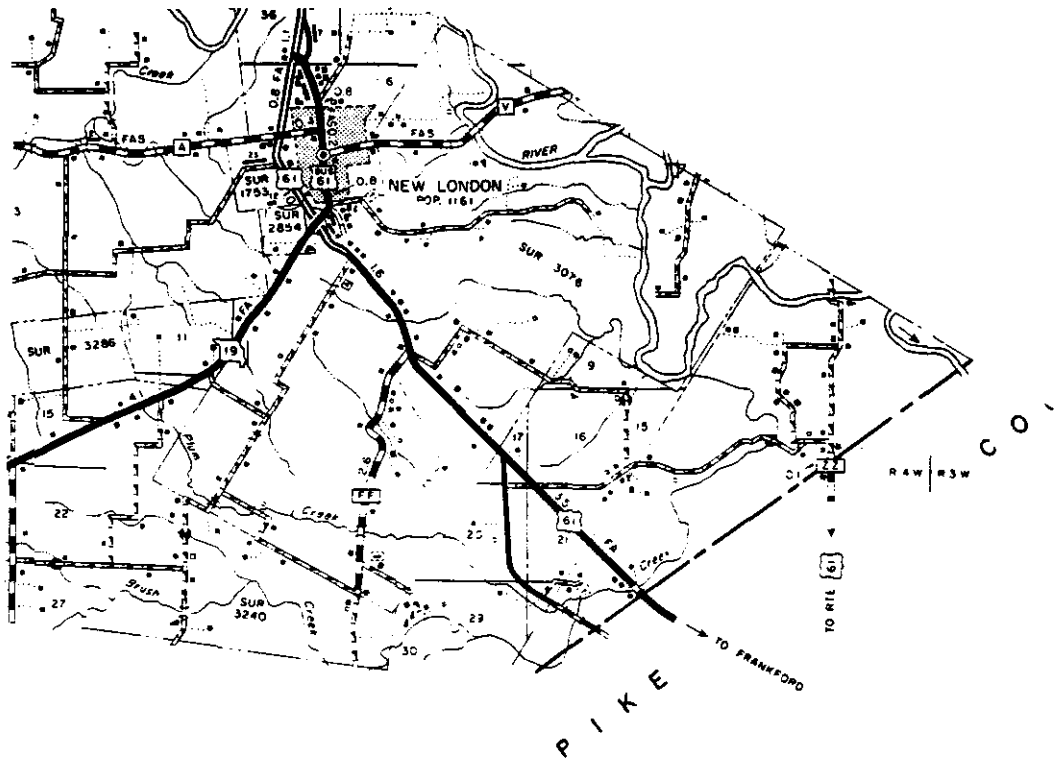
See table page 51 for the test section layout.

SPS-8 REVISED TEST SECTION LAYOUT
West Outer Road of Route 65, Christian County

<u>SHRP ID</u>	<u>Study Limits</u>	<u>General Description</u>
290801	454+00 to 460+50	4" AC Pavement (1 3/4" Type I-C, 2 1/4" PMBB) over 8" Type 5 Agg. Base
290802	460+50 to 467+00	7" AC Pavement (1 3/4" Type I-C, 2 1/4" PMBB, 3" PMBB) over 12" Type 5 Agg. Base
290808	467+00 to 474+00	11" Non-Reinforced PCCP over 6" Type 5 Agg. Base
290807	474+00 to 480+00	8" Non-Reinforced PCCP over 6" Type 5 Agg. Base

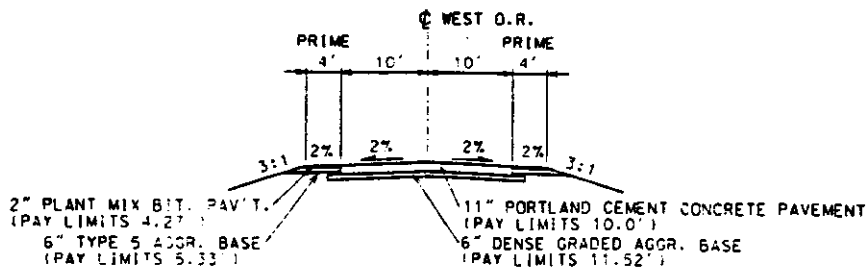
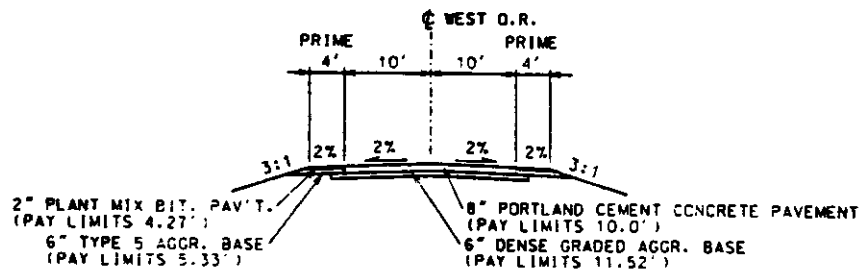
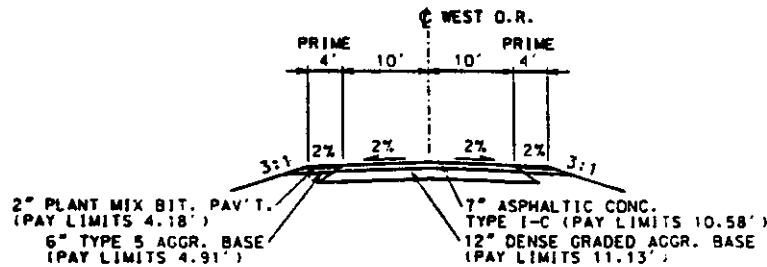
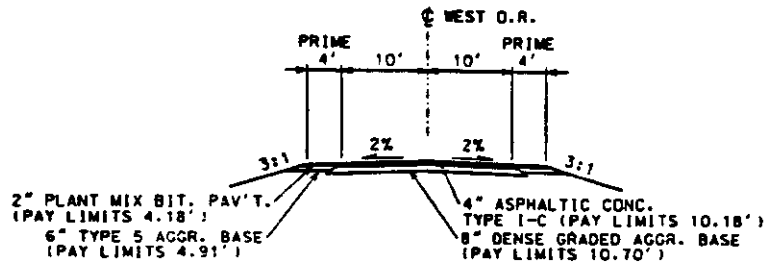
STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-8A
Long Term Pavement Performance Studies (LTPP)
Specific Pavement Studies (SPS)
ENVIRONMENTAL EFFECTS ON FLEXIBLE AND RIGID PAVEMENTS
West Outer Road of Route 61, Ralls County

The test sections are located on the west service road in the north bound lane, 0.75 miles north of the end of the outer road and 500' south of the intersection of Route 61 and County Roads 93 and 94, near main line log mile 11.38 to 11.99. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 500' study sections. The test sections were constructed in 1998 under Project No. J3P0062. AADT (1998) = 118. KESALS (1998) = 48 Flexible and 96.5 Rigid.



STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-8A
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Studies (SPS)
 ENVIRONMENTAL EFFECTS ON FLEXIBLE AND RIGID PAVEMENTS
 West Outer Road of Route 61, Ralls County

Typical Sections



See table page 54 for the test section layout.

SPS-8A TEST SECTION LAYOUT
West Outer Road of Route 61, Ralls County

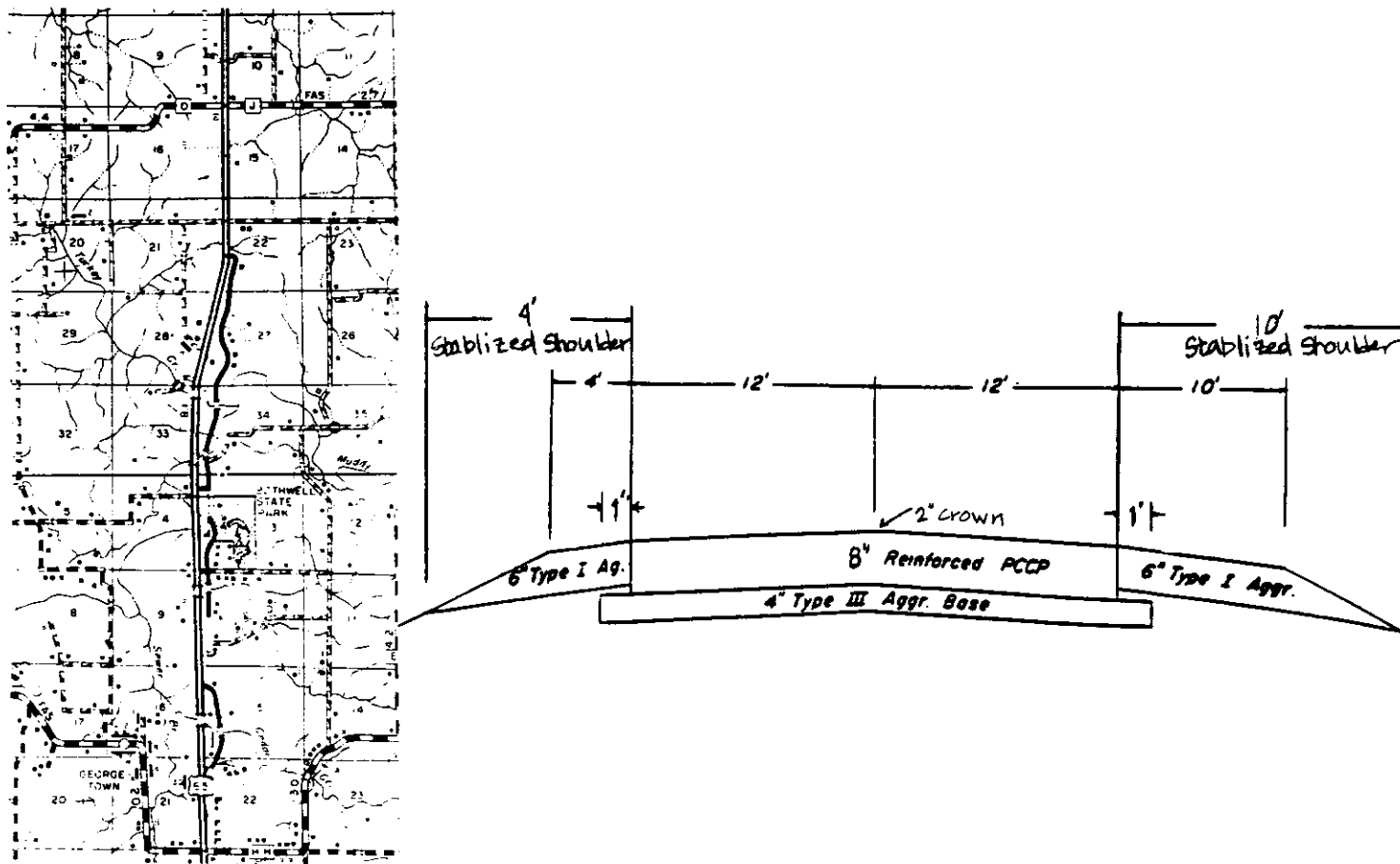
<u>SHRP ID</u>	<u>Study Limits</u>	<u>General Description</u>
29A801	177+00 to 184+00	4" AC Pavement (1 3/4" Type I-C, 2 1/4" PMBB) over 8" Type 5 Agg. Base
29A802	185+00 to 192+00	7" AC Pavement (1 3/4" Type I-C, 2 1/4" PMBB, 3" PMBB) over 12" Type 5 Agg. Base
29A803	195+00 to 202+00	8" Non-Reinforced PCCP over 6" Type 5 Agg. Base
29A804	202+00 to 209+00	11" Non-Reinforced PCCP over 6" Type 5 Agg. Base

STRATEGIC HIGHWAY RESEARCH PROGRAM
SPS-9A
 Long Term Pavement Performance Studies (LTPP)
 Specific Pavement Study (SPS)
 FIELD VERIFICATION OF ASPHALT RESEARCH
 Route 65, Pettis County

This site is located in the southbound lane beginning at the Route D & J intersection, log mile 5.2 to 10.2. Blue signs with the SHRP Logo and the SHRP ID No., facing traffic, are used to locate the test sections. A solid white line traverses the pavement with the SHRP ID NO. on the edge of the pavement at the beginning of the 1000' study sections. The original pavement was constructed under two contracts. One portion from Sta 277+00 to (374+31.2 Back = 410+00 Ahead) was built in 1968 under Project No. F-65-3(1). The second portion Sta 410+00 to 579+50 was built in 1966 under contract F-65-3(16).

AADT (1996) = 5367. Flexible KESALS (1996) = 3400.

The test sections were constructed in 1996 under Job No. J5U0725.



Original cross-section. See table page 56 for the rehabilitation completed.

SPS-9A TEST SECTION LAYOUT

Route 65, Pettis County

SHRP ID & Test Section Number	Mix Placement Limits/ Test Section Limits/ Study Limits	General Description
290959	277+00 to 301+44/ 289+44 to 299+44/ 291+94 to 296+94	2 inches of Stone Mastic Asphalt (SMA) with fibers, over 2 inches of MHTD I-B Mix, both with AC-20. (2,444 L.F.)
290960	301+44 to 327+90/ 315+90 to 325+90/ 318+40 to 323+40	2 inches of Stone Mastic Asphalt (SMA) with fibers and PG 64-28, over 2 inches of MHTD I-B Mix with AC-20. (2,646 L.F.)
290961	327+90 to 357+41/ 345+41 to 355+41/ 347+91 to 352+91	SUPERPAVE Mix Design, 2 inches of SP125, over 2 inches of MHTD I-B Mix, both with AC-20. (2,951 L.F.)
290901	357+41 to 447+46/ 435+46 to 445+46/ 438+06 to 443+06	Highway Agency Standard Mix, 2 inches of I-C Mix, over 2 inches of I-B Mix, both with AC-20. (5,438 L.F.)
290903	447+46 to 469+63/ 457+63 to 467+63/ 460+13 to 465+13	SUPERPAVE Mix Design, (Alternate Binder Mix), 2 inches of SP125 with PG 58-28, over 2 inches of SP190 with PG 64-28. (To examine rutting) (2,217 L.F.)

290902	469+63 to 494+26/ 482+26 to 492+26/ 484+76 to 489+76	SUPERPAVE Mix Design, (Designed Standard Mix), 2.5 inches of SP125 with PG 64-28, over 1.5 inches of SP190 with PG 64-28. (2,454 L.F.)
290964	494+26 to 533+96/ 521+96 to 531+96/ 524+46 to 529+46	SUPERPAVE Mix Design, 2 inches of SP125 with PG 64-28, over 2 inches of SP190 with PG 64-28. (3,970 L.F.)
290962	533+96 to 560+31/ 548+31 to 558+31/ 550+81 to 555+81	SUPERPAVE Mix Design, 2 inches of SP125 with PG 70-28, over 2 inches of SP190 with PG 64-28. (To examine rutting) (2,635 L.F.)
290963	560+31 to 579+50 565+50 to 575+50/ 568+00 to 573+00	SUPERPAVE Mix Design, 2 inches of SP125 with PG 64-16, over 2 inches of SP190 with PG 64-28 binder. (To examine thermal cracking) (1,919 L.F.)